

# THE COMMERCIAL MOTOR

FRIDAY, AUGUST 25, 1961  
ONE SHILLING

*Foden* chosen time and  
again by TATE & LYLE



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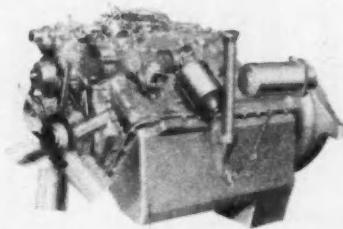


### PETROL

*the phenomenal 91 b.h.p. six-cylinder with porous chrome bores.*

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*the new horizontal "Six-354" direct-injection engine, developing 97 b.h.p.*



***with alternative power units giving extreme economy and durability***

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\* BACKED BY ROOTES COUNTRY-WIDE PARTS AND SERVICE ORGANISATION \*

A ROOTES PRODUCT—BUILT STRONGER TO LAST LONGER!



Model EPT.17C0 front end mounted on a 'Guy Warrior' 15' 3" Light Six-wheeler Chassis and cab with Spenborough Alloy Tipping Body, 20' 0" long x 7' 6", fixed sides 4' 0" deep, plus detachable wooden extensions 2' 0" deep. Approximately 20 cu. yd. capacity.

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there is a Spenborough Tipping Gear to suit all popular makes of chassis. Bodies in alloy, all-steel or wood supplied to your own specification.



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Please ask for fully descriptive brochure.

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London & South East Counter: B.B. Sales Ltd., 83 Clapham Road, S.W.9

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for  
quality  
unbeaten  
for  
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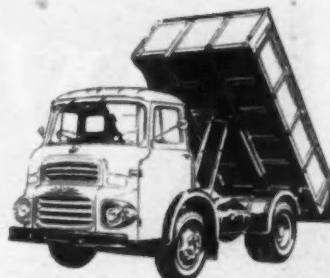
Some people imagine that because Albions are rated sky-high for quality, their prices are high too. Which goes to prove just how wrong some people can be.

For example: specification for specification, the Chieftain is by far the lowest-priced 7-tonner of any. The 6-wheel Reiver, which is engineered throughout as a *6-wheeler*, costs less than many 2-axle jobs with a third tacked on. And, as for the underfloor-engine Claymore, we doubt if anyone has ever produced a local delivery and medium haul truck that offers so much for so little.

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Price for  
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Price for  
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for chassis only  
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**10-ton Reiver.**  
Price with twin-  
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with trailing axle  
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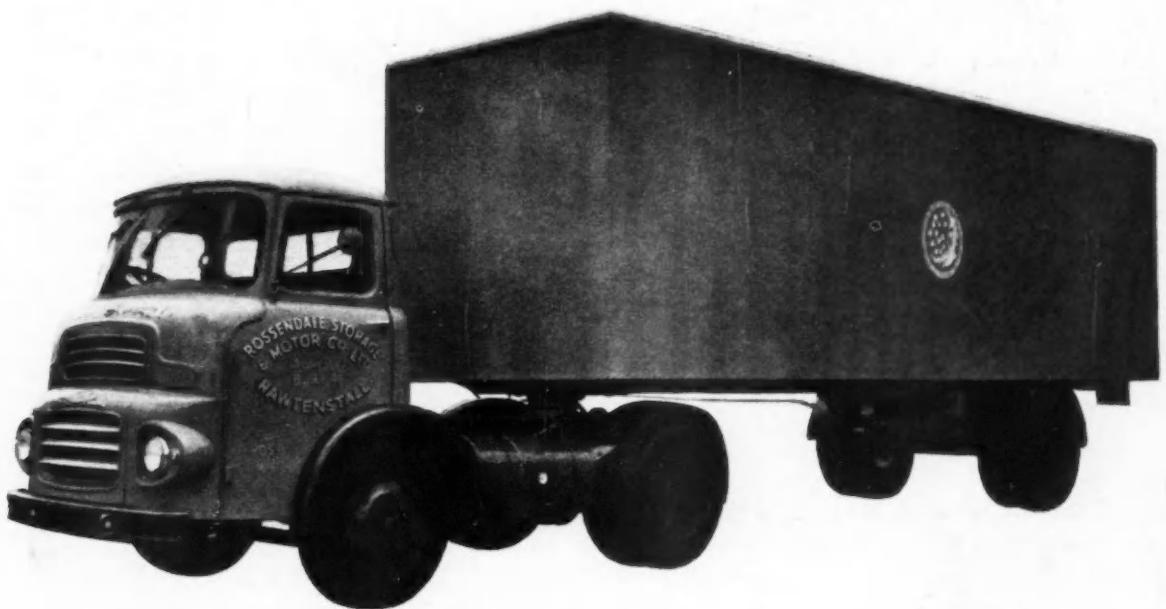
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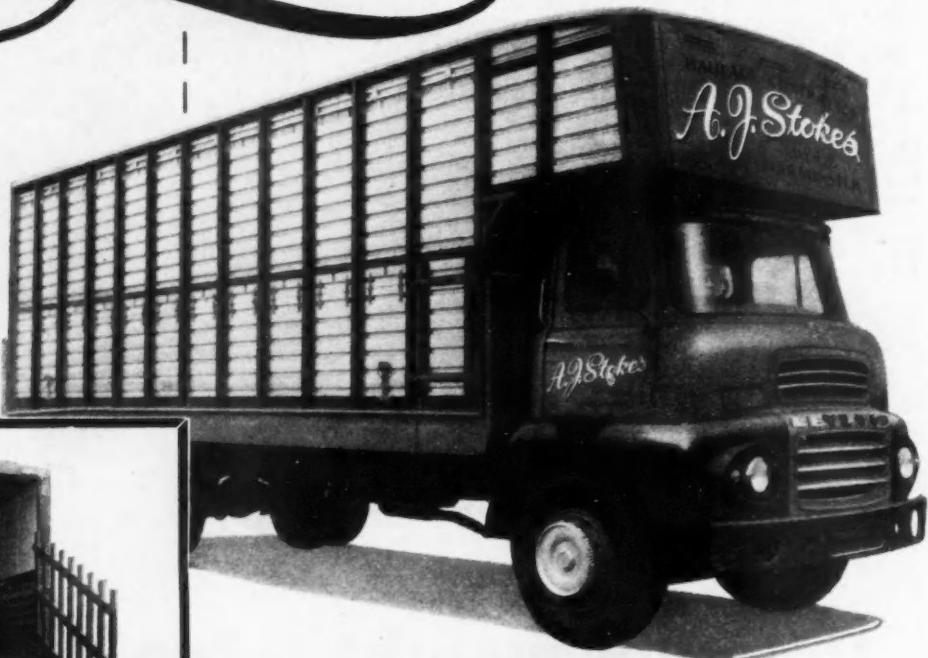
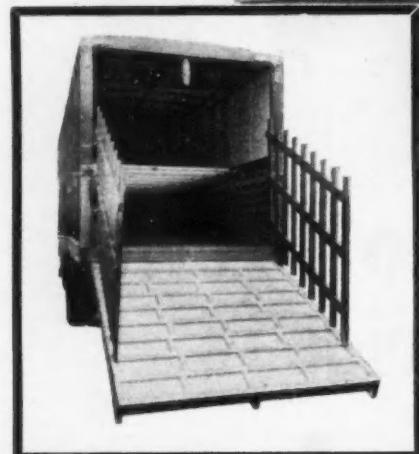
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**Scammell**

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for  
**LEYLAND, ALBION, SCAMMELL**  
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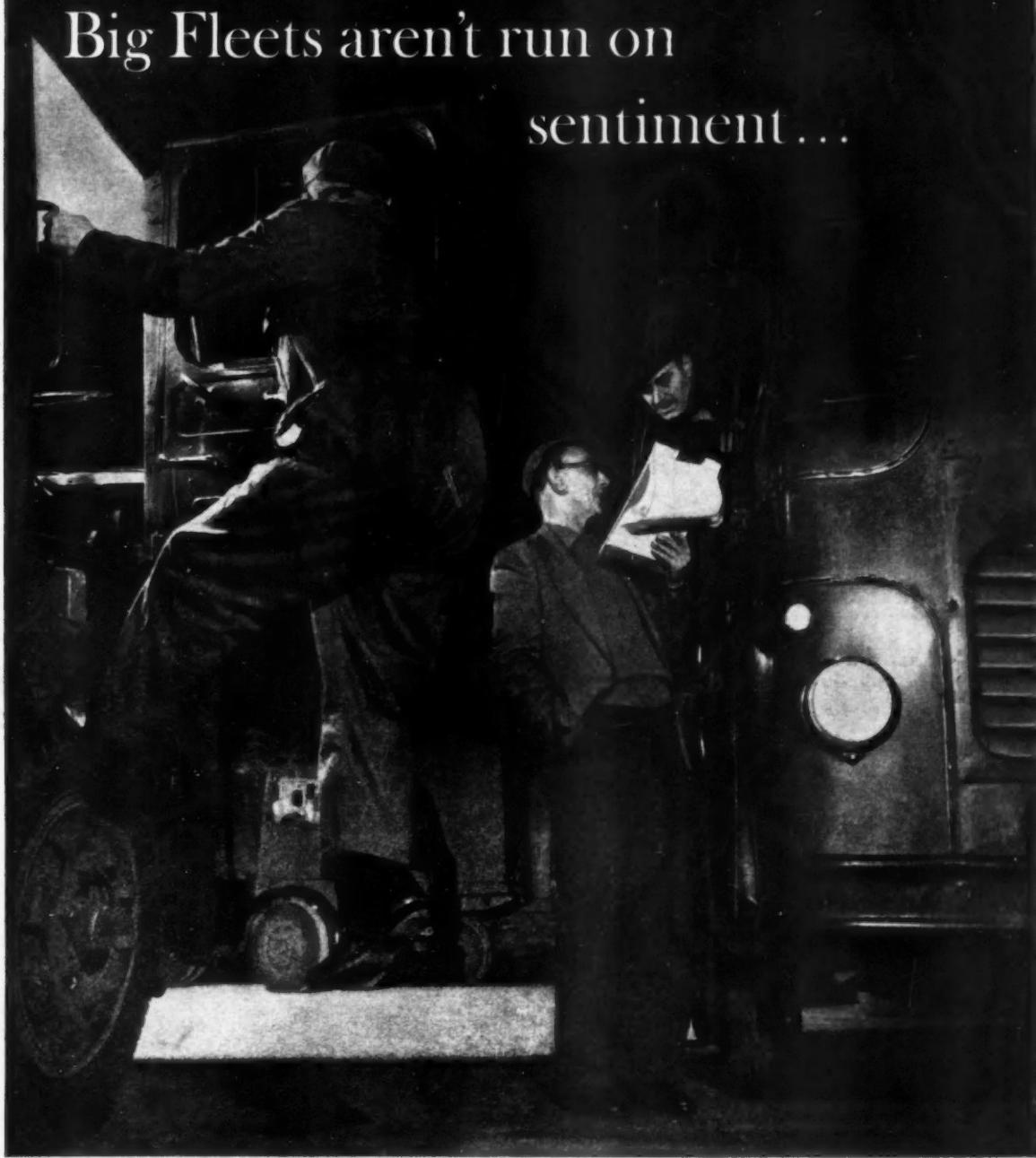
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Big Fleets aren't run on  
sentiment...



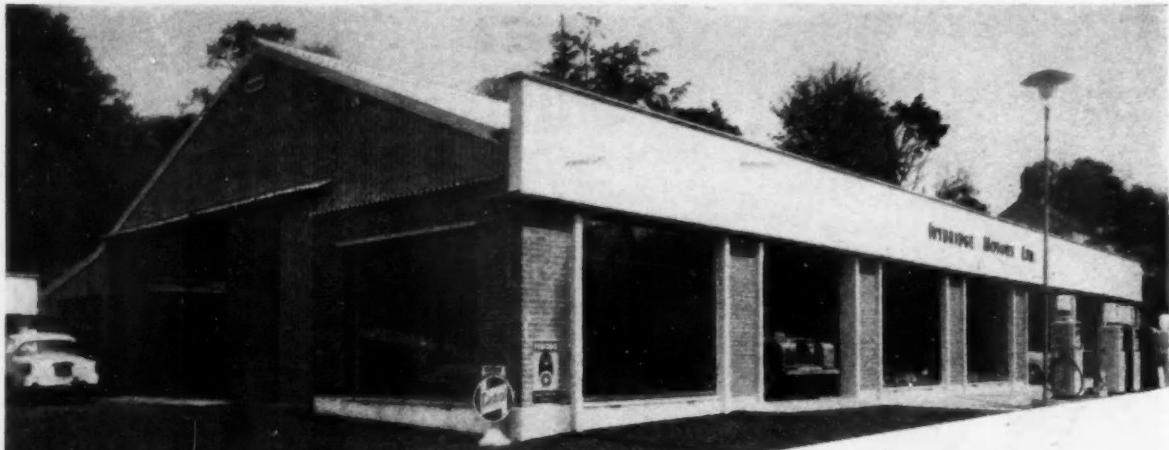
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The Dennis range of Municipal vehicles includes almost every possible need—that is why over 1,000 Councils use Dennis. They know that a Dennis will give years of service and satisfaction—they choose Dennis with safety.

*The national choice is*

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*The vehicle you can trust*

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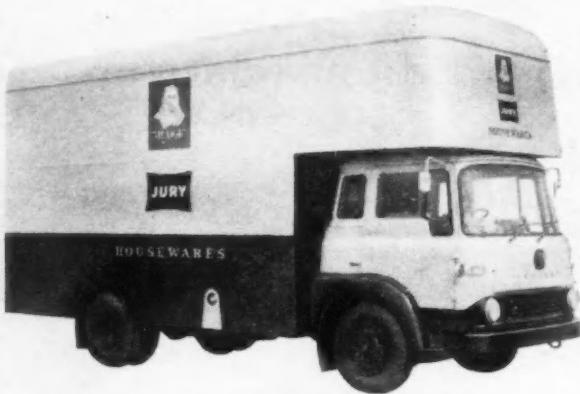
**GUILDFORD**

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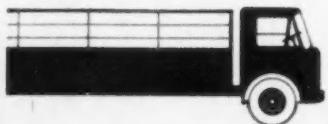
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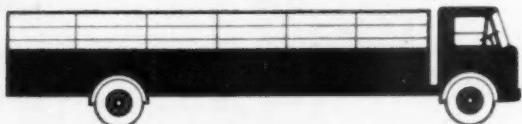


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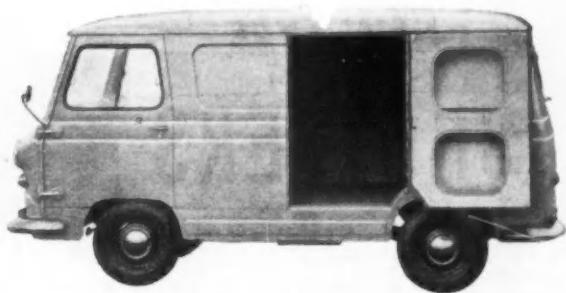


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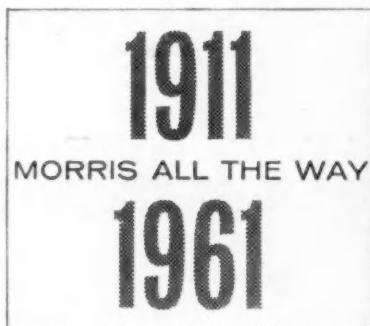
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2" flat or curved section, scientifically designed for silent and easy operation. For roof action with 6" radius channels or up and down action on 3½" dia. spiral spring rollers. Complete ready for fixing.

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**MAMMOTH MAJOR, 17' 0½" w. b.** 6-wheeler. Double drive. 11.3 engine. 6-speed gearbox.  
**MAMMOTH MAJOR, 17' 4½" w. b.** 8-wheeler. Double drive. 11.3 engine. 6-speed gearbox. 8 wheel brakes.  
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108" w. b. articulated unit with York Coupling.  
 108" w. b. 7-ton Edbro dropside tipper.  
 7½-ton, 138" w. b. chassis and cab.  
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 5-ton, 152" w. b. chassis and cab. 6D engine.

**TIPPING GEAR FOR ALL MAKES.** EX-STOCK.  
**SPECIALISTS IN TIMBER AND LIGHT ALLOY BODYWORK.**  
**PART EXCHANGES.** HIRE PURCHASE ARRANGED.  
 ESTABLISHED OVER 50 YEARS

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9-ton long w. b.. chassis/cab. Leyland 375 cu. in. engine. 5-speed gearbox. Eaton 18802 axle.  
 8-ton short w. b. tipper. Steel 7 cu. yd. body. Leyland 350 cu. in. engine. 5-speed gearbox. Eaton 18802 axle.  
 8-ton short w. b. chassis/cab. Leyland 350 cu. in. engine. 5-speed gearbox. Eaton 18802 axle.  
 6-wheeled short w. b. tipping chassis/cab. Perkins 354 engine. 5-speed gearbox. Eaton 18802 axle.  
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**DISTANCE NO OBJECT**

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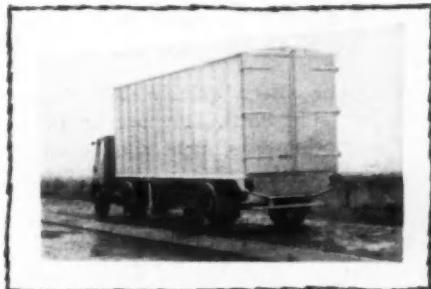
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The Super-freighter was extensively tested at MIRA. It is here pictured, loaded with 12 tons of timber, travelling on the pavé.



THE DURAMIN

# SUPER-FREIGHTER

Trade Mark

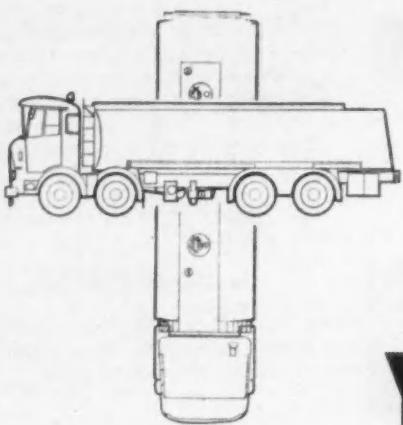


22' 2" long by 7' 1" wide by 6' 5" high.  
Running Gear by Crane. Vacuum braking.

light-alloy bodies by

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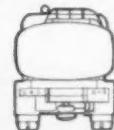
Duramin Engineering Co. Ltd., Stonefield Way, Ruislip, Middx. Tel: Viking 3322 (5 lines). Grams: Duramin, Ruislip also at Lydney, Gloucestershire. Tel: Lydney 208



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THE  
**COMMERCIAL  
MOTOR**

## TABLES OF OPERATING COSTS, 1960

*Compiled by "S.B." of "The Commercial Motor"*

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Major changes in this edition arise from recent purchase tax revisions, and alterations to licence duty rates, wage standards and the cost of fuel, tyres and other items.

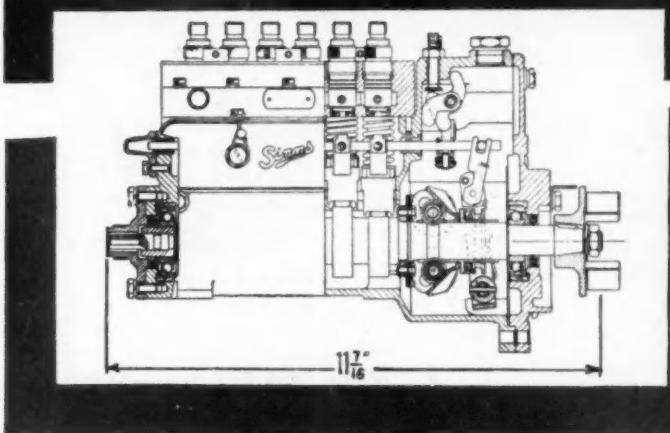
1960 Edition.  $11\frac{1}{2} \times 8\frac{1}{4}$  in. 64 pp. Paper covers.

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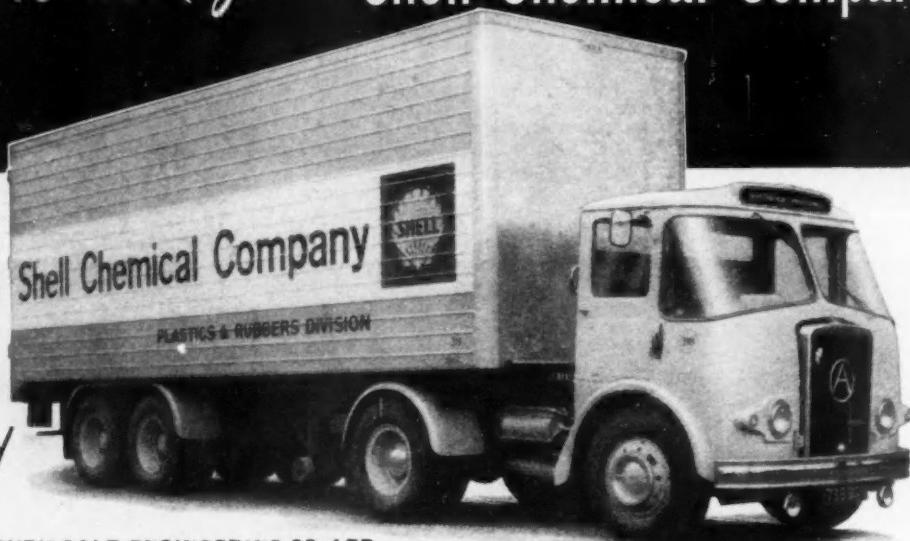
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- 1959 B.M.C. 7-ton 7 cu. yds. S.W.B. tipper. Pilot body with double underfloor gear and Eaton 2-speed axle ... £775
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- 1959 FORD 7-ton Trader 160" W.B. with dropside truck body ... £650

All these vehicles have been thoroughly checked and are ready for work.

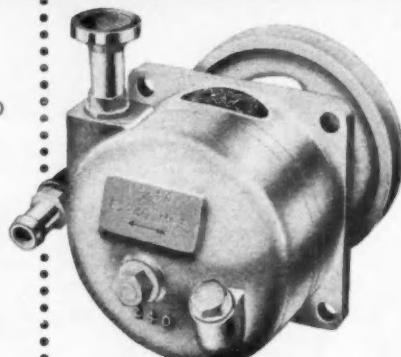
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- ★ Can be run up to 3,000 r.p.m.
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Telehoist**



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**Six vital reasons why the SL7  
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- \* Axial piston pump for lifting power with a plus.
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- \* Maximum protection for ram.
- \* Body specification to suit the job.

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To Telehoist Limited, Cheltenham, England.

Please send me brochures and prices of Telehoist  
Tipping Gears and bodies suitable for a

(name of truck)

(wheelbase) (capacity)

The nature of the work will be

Name

Address

CMA/B

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Manor Rd., Cheltenham, Tel: 53254, Upper Brook St., Manchester, Tel: Ardwick 6251, and at  
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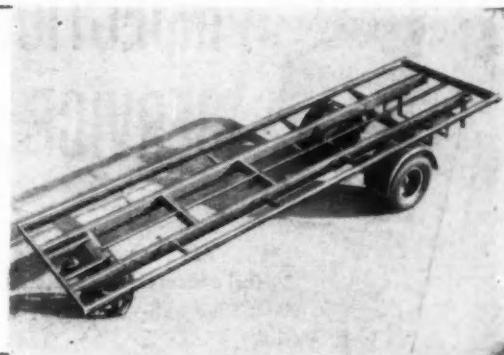
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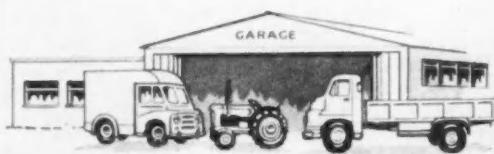
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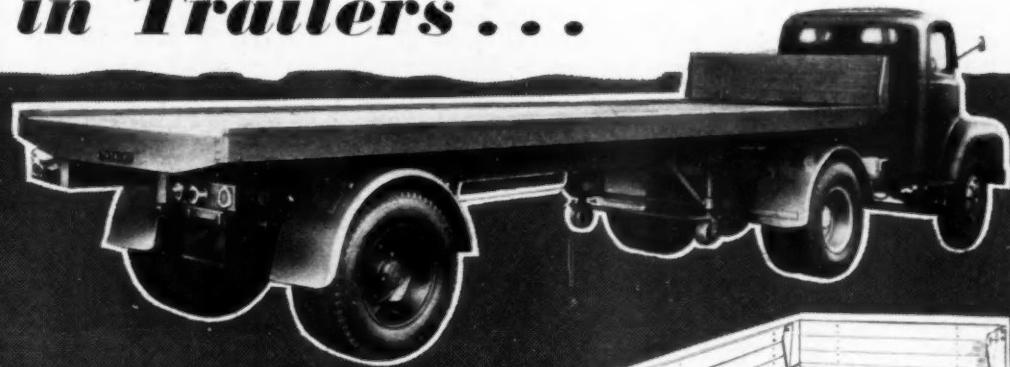
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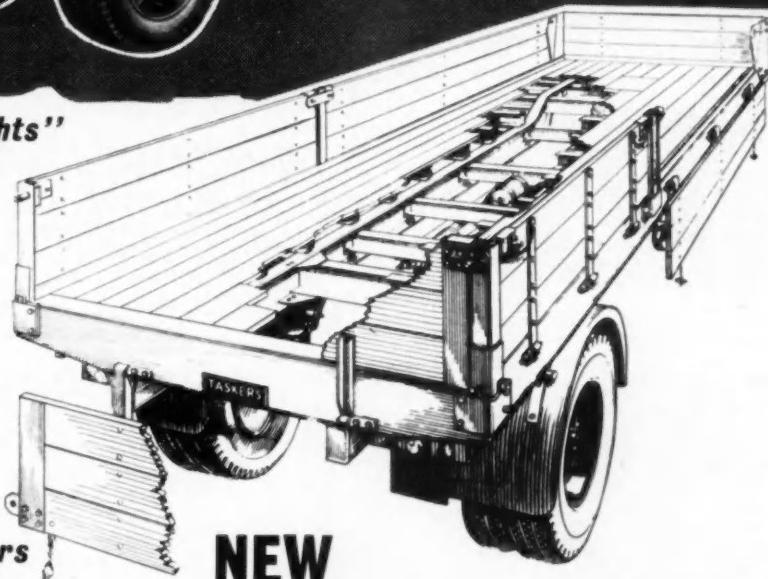


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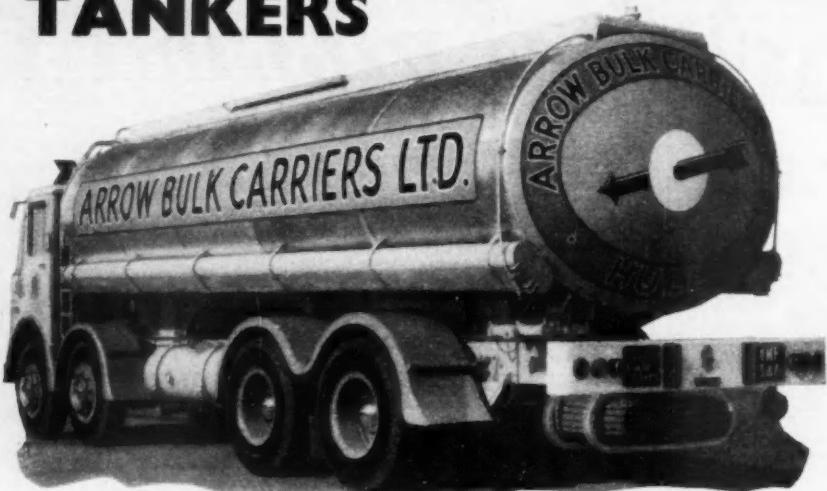
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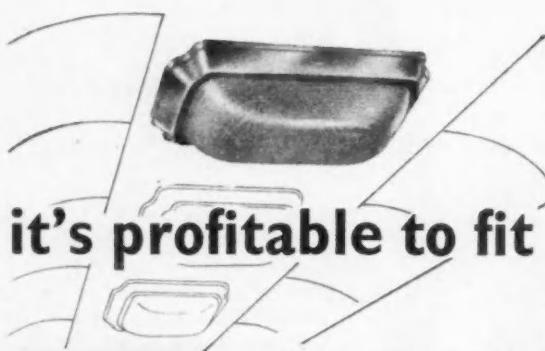
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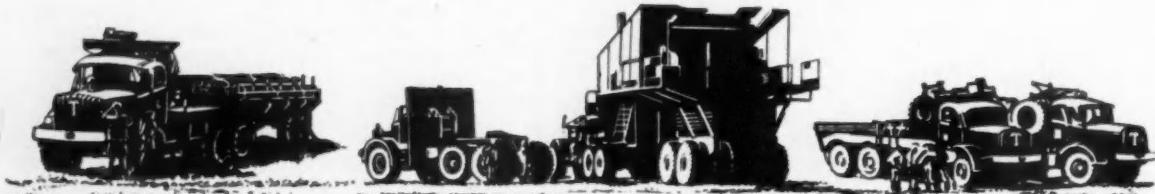


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## *Spotlight on the Docks*

SOME things get better as time passes; some things—like fuel tax—just seem to get steadily worse, no matter what is done about them.

Into this latter category falls the problem of the delays which road transport experiences in the major docks of this country, and on the approaches to them.

Much has been said over the past years about this grave problem, and about possible solutions to it. But, by and large, the problem remains, and merely gets larger as time goes by. There is danger—real danger—in a situation like this, because the people suffering from its effects tend eventually to have their senses dulled. They appreciate the ingredients of the situation, they try to resist the effects, and all the while apathy deadens their approach. Eventually it becomes " just one of those things you have to live with."

To some extent, that might be said to be the attitude of many shippers, hauliers and C-licensees towards the interminable hold-ups that are an everyday feature of docks haulage. But only to some extent. As an article in last week's issue made clear, there is already a distinct move towards increasing use of the lesser ports, which are not congested.

Earlier this year *The Commercial Motor* published an up-to-the-minute progress report on the excellent way in which the Manchester Docks authority schedules vehicles to avoid unnecessary delays. Members of the Road Haulage Association are becoming increasingly vociferous on the subject.

In March of this year the Government set up a Committee of Inquiry (the Rochdale Committee) to look into the state of our major docks and to make recommendations about improving their working. So, one way and another, there are several active efforts to overcome the problem.

### *Significant Document*

Already the Rochdale Committee has received a mass of information, and one of the most significant documents so far put before it was the recent final report of the London Chamber of Commerce. Although concerned with the London Docks, the document is a valuable indictment of many major docks, as they exist today.

Above all other conclusions, the report makes the major point that users of the docks (the shippers) must co-operate so as to facilitate smooth working. The report hits out hard at shippers who delay goods for the docks until the last day of the receiving period. According to British Road Services, between 30 and 35 per cent. are delivered on the last day. This vital "help yourselves" theme is one that hauliers would do well to constantly bring to customers' attention. It is equally relevant to all major docks as to London.

The report also has a go at operators. It suggests that they could assist matters if they notified the quay a day in advance what deliveries they would be making, and ensured adequate documentation.

It has a go at the Port of London Authority for not getting solidly behind the 1955 idea of setting up reception depots for small-load consignments, so as to reduce the number of vehicles at the quays. The Chamber suggests, very wisely, that the P.L.A. has a second, more determined, try at making a success of this sound idea.

Finally, the report goes flat out for improved access roads: they should receive a higher priority than they do at present.

This was a good report. If the Rochdale Committee's final recommendations are as commonsense and forthright as these—and are acted upon by the Government—a major step will have been taken to clear up our docks.

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**NEXT WEEK**

- Four-wheels-in-line Trailers
- A Welsh Bus Fleet

**Men Who Make  
Transport**

**G**UY CRANE, the administrative director of Cranes (Dereham), Ltd., is endeavouring to ensure that, before long, his company will become one of the acknowledged leaders of the world trailer industry. It has already been announced that Cranes have formed a new company jointly with Fruehauf International, Ltd., a subsidiary of Fruehauf Trailer Company, of Detroit, Michigan, U.S.A., to build and sell semi-trailers. A much bigger production of trailers will be carried out, both at Dereham and in a substantial new works being built at North Walsham, a Norfolk town near the present headquarters of the firm. The new company, Crane Fruehauf Trailers, Ltd., will, it is hoped, build up to employ a considerable labour force.

I asked Guy Crane, young for his 53 years, thickset, and with a restless energy, to tell me how and why this merger had been achieved. "My father, who built the business, died in May, 1960," he said. "Until the last few years of his life he ruled it—and my brother and I as well. About five years ago he had talks in Paris with a Fruehauf executive. We had for some time known that this large U.S. trailer company was interested in setting up in Great Britain.

"For many reasons we decided to go in with them. They have very considerable reserves and have a wide field of influence in the international trailer business. But it is no one-sided bargain. We have much experience to exchange with Fruehauf."

Guy Crane told me this with some diffidence. He obviously did not want to take too personal a credit in a business which had, until the past few years, been controlled by his father and which, in any case, he manages jointly with his brother, sales director John Crane. John Crane, a skilled engineer with a Cambridge engineering degree, is

**Bird's Eye View**

## Cricket Runs in the Turner Family

**A**NOTHER honour has been bestowed on the T.R.T.A.'s cricketing president, Mr. K. C. Turner. This one is, so to speak, from the "opposition." He has been elected a director of Derby County Football Club. When we included Mr. Turner in our "Men Who Make Transport" series recently, author Harold Champion told us all about Mr. Turner's love for cricket.

But he didn't tell us about the T.R.T.A. president's eldest son, Guy Turner, who has opened all this season for Repton in partnership with Richard Hutton (whose father is also a well-known cricket enthusiast, from Yorkshire). The two have chalked up a lot of big opening partnerships, and have also collared the record for a public schools first-wicket partnership, when they scored 268, both getting a century.

### Another Fuel Tax

**O**VERHEARD (where, shall be nameless): "It's all very well people complaining about 3d. extra on the price of a gallon of fuel. Do you realize that at the same time beer went up by 8d. a gallon?"

### Transport M.P.

**G**LASGOW, it seems, will almost certainly shortly be the proud possessor of a Member of Parliament who is also a genuine specialist in road transport. As such is the case, the industry is very grateful to the electors of that city (or, at least, the Bridgeton division of it).

A30

Mr. James Carmichael, the present Labour M.P. for the division, is resigning, and the new Labour candidate is Coun. James Bennett, former convenor of the Corporation Transport Committee and former member of the Central Transport Consultative Committee. He is still a member of the Scottish Transport Users Consultative Committee and the Glasgow Passenger Transport Advisory Committee.

What if the Tories get in (Labour had a majority of 8,909



"Can you spare a minute, Mr. Jones?"

**Guy**

# Crane



*From public school to steel foundry—Mr. G. A. W. Crane.*

no less than 15 years younger than his brother, Guy.

The Crane engineering business grew out of a Norfolk village blacksmith's shop, opened by Guy and John Crane's grandfather a century ago. The smith's younger son, W. F. Crane, became a qualified engineer and, in 1913, set up an agricultural engineering business at Dereham. It was

## By The Hawk

at the last election)? Why their candidate is haulier, Mr. Malcolm McNeill.

Any addition to the ranks of transport-minded M.P.s has my vote every time.

### Wakey, Wakey!

**D**OZING at the wheel is a menace, especially on long night hauls. In an effort to combat this, a new device has been developed in the U.S. Wired into a vehicle's electrical system, the device automatically sets off a series of warning signals every 60 seconds to jolt drowsy drivers. The signals—a flashing dashboard light and an automatic sounding of the horn—can be terminated by depressing and releasing the horn button.

### Jolt

**F**AILURE to respond, however, results in a severe jolting action, which is achieved by switching the ignition on and off in rapid succession!

Personally, the device terrifies me. I cannot imagine anyone going to sleep whilst driving such a vehicle, but I'm sure it would turn me completely neurotic to be bombarded by the device every minute of an all-night haul.

### Sign of the Times

**S**EEEN in a lay-by on a Lancashire main road recently—a gang of road menders having their morning tea break. Nothing very unusual about this, you say? Maybe not, except that two of the gang were taking tea and sandwiches whilst sitting in their Jaguar. . . .

after the 1914-18 war, influenced by contact with R. A. Dyson, of Liverpool, that Cranes began to build trailers.

It was in 1929, when Guy Crane first joined the firm, that it produced its first trailer for Pickfords, capable of taking 100-ton loads. It seemed the ultimate in trailer production. Now some are twice as big and the limiting factor is not the building of the trailers, but road engineering restrictions.

W. F. Crane chose a public school for his son's education, but later submitted him to a considerable contrast. Guy Crane, at 17, began his engineering training at a steel foundry in Fifeshire, living with a steelworker and his family. It proved also to be an introduction to Left Wing politics. "It has not made me a lifelong Socialist," says Guy Crane with a smile, "but I think it has helped me to understand and appreciate the men who do the work."

He then went for a year to Dennis Bros., Ltd., at Guildford, and for two more years to the Pickfords repair depot, to Wright's foundry at Birmingham, who manufacture the famous Radiation gas stoves, and to a small factory making axles. Then, following office experience with Pickfords, Guy Crane might have been thought ready to join the family firm to train for an executive position. First, however, came 12 months of world travel as purser's clerk with the Blue Funnel Line.

### Office Untouched

The place that W. F. Crane occupied is illustrated by the fact that his office at the Dereham works remains just as he left it. Its solid furniture and general air of austerity characterize the man and his undoubtedly success in his chosen industry.

"I would not call myself a practical engineer," says Guy Crane. "I have a considerable knowledge of engineering—how could it be otherwise after 32 years here. I much prefer to call myself an administrator."

"I can take but little credit for the fact that we make some of the biggest and best trailers in the world. They are built under patents which we hold and the credit for the Crane technical prowess belongs to our chief designer and technical director, Mr. W. D. Chaplin.

"I spend my time looking after our general administration, policy, planning and purchasing. I have a keen interest in our promotional activities, particularly in my liaison with our advertising agents and public relations consultants. I also have an eye to all financial matters, but I have had to learn to delegate and to use the keen minds around me to the best advantage for us all. Cranes now have a most excellent team of specialist directors and executives, who contribute greatly towards our success."

### Tenfold Increase

Thirty years ago, the firm employed 25 men; this has increased tenfold. Much of this progress has been in the last six years and never have men been stood off for lack of work.

Guy Crane lives with his wife and family in a former rectory in a Norfolk village. He has three children: a daughter taking a diploma course, a daughter of 12 at boarding school, and a son who is studying at an agricultural college.

When he can get away from the cares of business, he loves to sail his 20-ft. cruiser on the Norfolk rivers and Broads. He tries his hand at oil painting, and he explores churches and country inns.

But his ability to relax away from the office is going to be severely limited during the next few months. Like his father before him, he will want to supervise everything that has to be done and, further, ensure that it is well done before Crane Fruehauf Trailers, Ltd., begin production at North Walsham next year.

C.M.H.

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## Diesel Developments In U.S.A.

UNTIL now, diesel-powered vehicles have not been much in evidence on U.S. roads but, faced with persistent demands by hauliers for more economical vehicles to offset rising costs, manufacturers are now showing increased interest in diesel possibilities.

Last year, only 2.5 per cent. of total U.S. factory sales of lorries were diesel-powered. These represented, in the main, heavy-duty vehicles. This autumn, however, many smaller lorries will have diesel engines. Studebaker Packard, International Harvester, Chevrolet and White Motor Co. are all offering diesel-engined vehicles this year, while Ford, having introduced diesels in its heavy lorries towards the end of 1960, now expects to have two new, smaller diesel units for medium-sized lorries.

## Contract Hauliers Refuse To Work For Customer

ROAD hauliers from Sheffield, Doncaster, North Derbyshire, and North Notts, refused on Monday to continue working contract A vehicles for Kingsbury Concrete Co., Ltd., of Kingsbury Road, London, N.W.9, from their depot sited at Ranskill, Notts.

Contractors said they were being asked to operate at cut rates—1s. Id. per ton for 9- to 10-ton vehicles, against what they considered to be the average economical rate of 1s. 9d. per ton for these vehicles. Sheffield and South Yorkshire area of the Road Haulage Association was called on to mediate but Mr. P. J. Cheshire, the secretary, said they could not get any official undertaking from the company to give adequate rates for the job.

Late on Monday afternoon all the hauliers, mainly one-man businesses, were given a letter from the Kingsbury concern saying they had not made their lorries available for work and so they would be held to be in breach of contract. At one time, more than 30 vehicles were standing idle, refusing to work outside the Ranskill depot. The letters were handed to the drivers, as their vehicles waited outside the works.

It is understood that a deputation from the hauliers has been to see an official of the Yorkshire Licensing Authority.

## Expect an Indefinite Hold-up of the Haulage Pay Proposals

FROM OUR INDUSTRIAL CORRESPONDENT

THE time limit expires today for the lodging of objections to the proposals for higher pay and shorter hours, put forward by the Road Haulage Wages Council. Normally this would mean that the proposals (after objections had been heard) would then be passed to the Minister of Labour, who in due course would make an order giving them legal effect.

But all this was changed last week when the Minister, Mr. John Hare, sent out a letter to 60 Wages Councils which virtually froze the pay of more than 3,500,000 workers covered by the Councils. The meaning of the letter became quickly clear when Mr. Hare refused to endorse pay rises proposed by two of the 60 Wages Councils.

### Cannot Reject Proposals

Under the Act, the Minister cannot reject or amend proposals submitted to him by a Wages Council. He can only refer them back for reconsideration.

That is what he did. He asked the two Councils to look at the proposals again in the light of the Chancellor's "wages pause" policy.

As far as road haulage is concerned, the pattern ahead therefore appears clear. The proposals agreed by the Wages Council will be forwarded to the Minister

and, assuredly, will be sent back for reconsideration.

The trade union members will be pressing for the proposals to be resubmitted. Even should they get the support of the employers or of the three independent members appointed by the Minister—and this is by no means certain—there is nothing to stop Mr. Hare from refusing them once more.

In fact there is no limit to the number of times the Minister can send them back.

So it looks as if the proposed increases, ranging from 5s. 3d. to 6s. 3d. a week for some 130,000 drivers and mates, and the reduction of their working week from 44 to 42 hours, is off indefinitely—or at least until early next year.

That is when the Chancellor has indicated that he will re-examine the wage pause in the light of the economic decision.

## Mr. Dick Resigns, With Most of Standard Board

THE following statement was issued on Monday by Sir Henry Spurrier, chairman and managing director, Leyland Motors, Ltd.:—

"Leyland Motors, Ltd., have decided that they must streamline and integrate the Standard-Triumph International organization into the parent company at an early date. Mr. A. S. Dick is to resign from the company, and Mr. S. Markland is appointed managing director of S.T.I., Ltd., as from today. Further, they have asked Messrs. K. Aspland, E. Brimelow, M. T. Tustin, H. S. Weale, M. Whitfield and L. A. Woodall to retire

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## C-licensee Claims "Petty Persecution"

A STRONG protest against "petty persecution" and "astonishing lack of imagination or sense of proportion" was made by the managing director of Somerset Motors, Ltd., at Cullumpton (Devon) magistrates' court last week.

The company was summonsed for failing to cause a current record of work to be kept by one of their van drivers and a plea of guilty was entered. But Mr. A. G. Wilson, managing director of Somerset Motors, put in a 1,100-word statement in which he attacked the stupidity of the regulation being applied to such vehicles as theirs, which were in constant use by different drivers in connection with motor car repair services.

The regulation, he argued, was designed to control the hours of driving when drivers were engaged on long-distance travel, so that there was no risk of undue fatigue which might endanger driving. But to apply it to the type of work which their firm did was "futile and showed a quite astonishing lack of proportion and sense of imagination."

Announcing a fine of £10, the chairman of the Bench, Mr. J. A. Blackmore, said the excuse was absurd.

## Room For Buses

"THERE has been a widespread tendency throughout the world for public transport to decay, and for private transport to take its place. In the centrifugal city (as in the United States) this is inevitable, but in the closely nucleated conurbations of Europe an efficient transport system must still be considered as one of the major contributions to the smooth functioning of city life."

This was stated by Professor W. F. Cassie, head of the Department of Civil Engineering, Durham University, in an address to the Sixth Assembly of the World Touring and Automobile Organization.

## Mr. Macdonald Not Impressed

FIGURES relating to availability of vehicles and earnings did not impress Mr. C. J. Macdonald, deputizing for the Western Licensing Authority, when he heard an application at Cheltenham last week, by Mr. A. J. W. Alder, of Stroud, who sought to add four tippers (24 tons 2 cwt.) at present specified on contract A licence, for the transport of solid fuel within a radius of 200 miles of operating centre.

Mr. Alder, who is a coal merchant as well as a haulage contractor, said the average earnings of the vehicles were £3,490. All were fully employed and his business was increasing. He was making the application, he said, because he wanted to be able to carry return loads to Gloucestershire after taking coal from South Wales to various parts of the south and east of England and the Midlands.

If he could do that with his contract A licence vehicles, the business would be more profitable. If the licence was granted, he would not replace them with other contract A vehicles.

Referring to the figures "said to have been certified by a chartered accountant," the L.A. said he had not got all the evidence he would have liked. The figures put in did not impress him at all. No doubt a case had been made out for something, but the most he could grant was a B licence for the haulage of solid fuel in respect of three firms only, on the understanding that the contract A licence was surrendered. This would be limited to 150 miles of operating centre.

The objectors were not called.

## U.T.A. Strike Over Body Contract

FOUR-HUNDRED men staged a one-day strike at the engineering works of the Ulster Transport Authority at Duncrue Street, Belfast, last week. They withdrew their labour because the Authority did not tender for the body building contract for 88 double-deck buses for Belfast Corporation.

They claimed also that, by not tendering, the Authority prejudiced their future regarding such outside contracts, and said they felt that the Authority's action, with the high unemployment in the area, could mean a loss of essential work now and in the future.

### TUNNEL BAN ON PETROL TANKERS

TANKERS carrying petrol may be banned from using the Mersey Tunnel. Mr. A. S. Brown, the manager, said this week that the Tunnel Committee is to seriously consider the matter.

The chief officers of the Liverpool and Birkenhead Fire Services have indicated that they would be greatly relieved if tankers used the new bridge over the Mersey between Runcorn and Widnes.



*This is where an 11-ton load of butter ended up when a lorry carrying it overturned at the foot of Tog Hill, Wick, Glos. Local residents have frequently agitated for an escape road, because the hill ends in a sharp bend.*

## Chairman of the New T.R.T.A. Division Announced

M. S. SCHOFIELD is to be chairman of the new division of the Traders Road Transport Association which has come into existence with the amalgamation of the former North-Western and Merseyside and North Wales divisions. His election took place last week at the first meeting of the new divisional committee. It was agreed that the chairmanship should alternate between Manchester and Liverpool.

Mr. Schofield is traffic manager of N. Kilvert and Sons, Ltd., of Manchester.

The main purpose of the change in organization is to make available to members in the two divisions stronger and better administration than either could achieve alone. Mr. G. Gregory, formerly secretary-organizer of the North-Western division, has taken over the same position in the new organization and, by virtue of the revised staffing arrangements, is able to devote more

time to outside work for the division.

The divisional office in Manchester will be manned under the supervision of Mr. N. Smith, formerly secretary of the Merseyside and North Wales division, who becomes assistant secretary of the new combined division. Special care has been taken to ensure that individual and personal service to members in the Merseyside and North Wales areas is not adversely affected.

Merseyside and North Wales will continue to function as an area of the new division, with its own committee meeting in Liverpool and responsible for its own local policy and affairs. Equally the previous North-Western division will now function as an area of the amalgamated division, with its own area committee. Both areas are represented on the new divisional committee, which will meet alternately in Liverpool and Manchester.

## Maintenance Vehicles Refused

J. SMITH (BICKNOR), LTD., English Bicknor, Gloucestershire, made an unsuccessful application to Mr. C. J. Macdonald, deputizing for the Western Licensing Authority, at Cheltenham, last Friday to vary their A licence by adding two vehicles (a tipper of 8½ tons unladen weight and an articulated unit of similar weight) to their existing fleet of 29 vehicles.

The new vehicles were to be used solely in replacement of any authorized vehicle which is off the road under repair or for maintenance as follows: "A" vehicles in accordance with the declared normal user; "B" vehicles in accordance with the conditions to which the vehicle under replacement is subject.

A spokesman for the company, replying to Mr. Rosser John, objecting for a

number of Welsh operators, said he had no documentary evidence to show when any of their vehicles had been off the road, and he agreed that they had never applied for a substitution. He said he was basing his application on a need for two vehicles to maintain their existing fleet in road-worthy order.

### CONTAINER TRAFFIC LOST

THE first consignment of chilled horse flesh from Eire was despatched to Larne last week for shipment, via Preston, to France. The consignment was shipped by the Irish Horse Abattoir Co., Straffan, Co. Kildare, and was carried in refrigerated containers. It is being shipped via Larne because of the continued refusal of Dublin dockers to handle container traffic.



Mr. T. H. Perkins



Mr. D. McNair



Mr. J. M. Collins

**Mr. J. A. K. Graham** has been appointed service manager at the York Trailer Co., Ltd., depot at 2105 London Road, Tollcross, Glasgow, E.2.

**Mr. J. Newton**, on reaching retiring age, has relinquished his position as managing director of N.M.U. (1953), Ltd. **Mr. E. W. Tonge** has been appointed to succeed Mr. Newton. He was formerly the director responsible for the Lancashire and Midlands division of the company. **Mr. A. R. Bowland**, traffic manager, has been appointed a director.

**Sir Philip Warter**, a part-time member of the British Transport Commission, has been appointed deputy chairman of the B.T.C. from October 1, in succession to **Sir John Benstead**, who is to retire. **Mr. P. H. Shirley**, chairman of Batchelors Foods, Ltd., has been seconded by Unilever, Ltd., to be specially responsible for finance from October 1. **Mr. L. H. Williams** has also been appointed a full-time member of the Commission from September 1. He was until recently managing director of the Shell Chemical Co., Ltd.

**Mr. T. H. R. Perkins** has been appointed assistant managing director, F. Perkins, Ltd., and continues as marketing director of the group. Mr. Perkins joined F. Perkins, Ltd., in 1940, but later served as a bomber pilot in the R.A.F. He has been export sales manager, director of overseas development, and general manager of the sales division. He joined the board of F. Perkins, Ltd., in 1951. **Mr. D. F. W. McNair** has been appointed deputy director of marketing for the group. Formerly Perkins' group project co-ordinator, Mr. McNair joined the company 26 years ago as a post-graduate apprentice after taking a B.A. degree in engineering at Cambridge, and has worked for the company in many parts of the world. Mr. McNair was appointed export sales manager in 1950 and general manager of the group's new products division in 1957. **Mr. J. M. Collins**, a director of Perkins Engines, Ltd., has been appointed general manager of the group sales division. Mr. Collins joined Perkins in 1954 and became general manager of Perkins Diesel (Overseas) Pty., Ltd., in Australia, in 1955. He became export sales manager for Perkins in 1957.

B2

**Mr. Harry Taylor**, deputy general manager of Oldham transport department, is to succeed **Mr. C. P. Paige**, when he retires on September 30.

**Mr. P. G. Ascough** has joined the sales force of A.E.C., Ltd., as area manager, South-Eastern Region. Mr. Ascough was previously the London sales manager of Guy Motors, Ltd.

**Mr. B. C. S. Spreadbury**, formerly district manager, Sheffield, for the Firestone Tyre and Rubber Co., Ltd., has been appointed district manager, North London. **Mr. J. D. Gilks**, commercial user representative at Manchester, has been appointed Sheffield district manager.

**Mr. J. D. Slater**, commercial director of A.E.C., Ltd., left for Buenos Aires on Sunday, to join **Mr. R. G. Bennett**, A.E.C. export manager. From the Argentine Mr. Slater and Mr. Bennett will fly on to Australia, where they intend to integrate the sales activities of Thornycroft (Australia) Pty., Ltd., with those of A.E.C. (Australia) Pty., Ltd. Mr. Bennett will then be visiting Western Australia and New Zealand and Mr. Slater will return home via South Africa.

### Forthcoming Events

- September 17.—Lorry Driver of the Year Contest. National Final, Fort Dunlop.  
 September 21-October 1.—Frankfurt Motor Show.  
 October 5.—Institution of Municipal Engineers. "Planning for Traffic" Convention, Central Hall, Westminster.  
 October 5-15.—Paris Motor Show. (Cars only.)  
 October 17-18.—Road Haulage Association Conference, Brighton.  
 October 18-28.—Earls Court Motor Show.  
 October 24-27.—Royal Dairy Show, Olympia.  
 October 28-November 8.—Turin Motor Show.  
 October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.  
 November 10-18.—Scottish Show, Kelvin Hall, Glasgow.  
 November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.  
 April 15-16.—National Coach Rally, Blackpool.  
 April 30-May 5.—F.I.S.I.T.A. Ninth International Automotive Technical Congress, Church House, Westminster.  
 May 8-18.—Mechanical Handling Exhibition, Earls Court.  
 May 15-17.—Public Transport Association Conference, Harrogate.  
 May 29-June 1.—Institute of Transport Congress, Cardiff.  
 September 21-29.—Commercial Motor Show, Earls Court.  
 October 17-27.—Earls Court Motor Show.  
 Following are the provisional dates of Continental shows for 1962: Amsterdam—Feb. 22-March 4; Copenhagen—March 7-11; Geneva—March 15-25; Paris—Oct. 4-14; Turin—Oct. 31-Nov. 11.

## Men in the News

**Mr. Douglas Buchanan-Smith**, chief inspector of Scammell Lorries, Ltd., is retiring this month.

**Mr. P. L. McIlmoyle** has been appointed assistant manager, purchasing department, of Castrol, Ltd.

**Mr. A. F. Duncan** has been appointed district manager for the Power Petroleum Co., Ltd., Scottish division, based in Dundee.

**Mr. J. P. Moyses**, general manager and director, Sunnways Coachways, Liverpool, has been elected a Liverpool City Councillor.

**Mr. Jack Brunwin** and **Mr. John Palmer** have been appointed sales engineers by Polypenco, Ltd., manufacturers of industrial plastics. Mr. Brunwin will cover the southern counties and Mr. Palmer the east and west Midlands.

**Col. Donald Cameron of Lochiel** has been reappointed a part-time member of the British Transport Commission until August 31, 1962. Col. Cameron is chairman of the Scottish Area Board of the British Transport Commission.

## Obituary

WE regret to record the deaths of Major F. Chapple and Mr. H. Howard Robinson.

Major F. Chapple, formerly chairman and general manager of the Bristol Omnibus Co., Ltd., was 81. He joined the Potteries Electric Traction Co., Ltd., in 1899 as assistant engineer, and was at first engaged on general construction work in connection with the electrification of tramways, later being appointed engineer to the company. During the 1914-1918 war, on military service, he was awarded the D.S.O., Legion of Honour and Croix de Guerre. In 1919 Major Chapple returned to Potteries and in 1921 was appointed general manager of the Yorkshire (Woollen District) Electric Tramways, Ltd. In 1929 he became general manager of the West Yorkshire Road Car Co., Ltd., and was actively concerned in extending the system and particularly with joint running agreements with the Keighley and York Corporations. In 1935 he became general manager of the Bristol Tramway and Carriage Co., Ltd. (now the Bristol Omnibus Co., Ltd.), where he remained until 1950 when he became chairman of the company until his retirement in 1954.

Mr. Robinson was 70. For many years he was a familiar figure at traffic courts in the north-west, and for a considerable period held the position of area secretary to the Commercial Motor Users' Association at Manchester, later setting up in business as a transport consultant. He had a keen interest in local authority work, and at the time of his death was a Cheshire County Alderman.

## Two Feeder Vehicles for Trunk Haulier

A DARLINGTON company, Spinks Transport Services, Ltd., successfully applied to the Deputy Metropolitan Licensing Authority, Mr. C. J. Macdonald, on Tuesday to add two 5-ton vehicles to their A licence, to operate from their London base.

Mr. T. H. Campbell Wardlaw, for Spinks, told Mr. Macdonald that, subject to his clients amending the proposed normal user, which was "mainly for the collection and delivery of goods ex trunk vehicles," the objection lodged by the British Transport Commission would be withdrawn.

The company held an A licence in the Northern traffic area which allowed them to operate 12 vehicles, and they were authorized to operate three vehicles from the Metropolitan area. They ran a nightily trunk service of six or seven vehicles, engaged mainly in the conveyance of engineering products from the North East to London, returning with fruit and

vegetables from markets in the London area, Tilbury and, sometimes, Kent.

Because of the difficulties of trunk vehicles picking up loads in such "extremely congested areas," the company had received a large number of complaints from customers about delays and inconvenience which they had suffered.

Handing in figures and letters of complaint, Mr. Wardlaw said that some of the writers were willing to give evidence if the Deputy Authority so required.

Giving evidence, Mr. Stanley Spinks, managing director, gave an undertaking that if the extra vehicles were granted they would not be used on trunk services but would feed the existing trunk vehicles.

The application was granted with an amended user "collection of fruit and vegetables and the delivery of engineering goods to be carried on trunk services between the London area and the North East of England within 35 miles of base."



*Destination blinds on London buses are to have intermediate points in capital and small lettering, in the future. The destination will remain in capitals for greater emphasis. The change-over will be brought in gradually, as blinds become due for replacement. On the left is a vehicle with the old-style blinds, on the right the new blinds.*

### York Trailers Open Glasgow Depot

ALTHOUGH the new York Trailer Co., Ltd., depot has been operating for some weeks past, a large number of operators from Scotland and the North of England attended the official opening this week.

The depot is situated on the main Glasgow-South road at 2105 London Road, and has facilities for the repair and servicing of all makes of trailers. York third axle conversions will also be carried out at the depot. A full range of York spare parts is in stock, and arrangements have been made to despatch urgently-required spares.

Nearly a quarter of the York production in recent years has been absorbed in Scotland. Millburn Motors, Ltd., Glasgow, continue to be responsible as distributors for sales throughout Scotland.

### More Road Movement

OVER the first half of this year some 4,100,000 tons of goods were transported into the Federal German Republic by international road transport, while 2,100,000 tons were carried out of the country and 200,000 tons through the country on transit.

### Hauliers Accused of Receiving Tyres

ALLEGED to have carried on a haulage business at 273 Poyer Street, Bethnal Green, London, four lorry drivers were committed for trial from Thames magistrates court last week, all accused of receiving 45 Michelin tyres worth £1,687, said to have been stolen while in transit between Stoke-on-Trent and Dunstable.

Committed to London Sessions to stand trial were: Edward Richard Cross, 31, of 7 Connell House, Teesdale Street, Bethnal Green; Robert Arthur Cross, 29, of 215 Richmond Road, Dalston; Edward Victor Handley, 32, of no fixed abode; William Ernest Lipka, 22, of 137 Ravenscourt Buildings, Columbia Street, Bethnal Green; and Reginald Dennis Bailey, 30, of 1 Jenkins House, Usk Street, Bethnal Green.

All pleaded not guilty and reserved their defence.

### Rootes' Scottish Development

A CONTRACT worth £2½m. has been awarded by the Rootes Group to Melville Dundas and Whitson, Ltd., of Glasgow, for building a new factory at Linwood, near Paisley.

## Railways Fight One Coal Bid, Not Other

THE conveyance of coal by road for distances over 25 miles is causing British Railways extreme worry, said Mr. A. J. F. Wrottesley, when he opposed an application for additional tonnage at Bristol on Monday.

In another instance an application went unopposed, and the Western Licensing Authority, Mr. S. W. Nelson, said the fact that the railways opposed some applications and not others made it very difficult for him. Mr. Wrottesley said he did not know the reason; he had been instructed in one case only. G. H. Ford and Sons, of Timsbury, near Bath, asked for two additional tippers (13t) on A licence for general goods, mainly concrete products and solid fuel, normally within a radius of 150 miles.

A railways representative said they handled over a million tons of coal a year from the Somerset coalfield to the power station at Portishead. There had been no shortage of wagons except for a short period last winter.

Mr. Ford said the main reason for the application was that he wanted to carry return loads of coal from the Midlands to the Bristol-Bath area. The firm wanted to increase its carrying capacity by something like two-fifths. He did not want to carry coal outwards for a distance greater than 25 miles.

After consultation, the applicant agreed to amend his normal user to "concrete products, 150 miles, and solid fuel to/from non-rail-siding points, 25 miles." The two vehicles were then granted.

### Laycock in Wembley

THE new Wembley depot of Laycock Engineering, Ltd., was officially opened last Tuesday. It replaces the previous depot at Chiswick.

In addition to being a sales, service and distribution centre for an area covering most of south-east England, south of The Wash, the depot is fully equipped with Laycock garage equipment so that it serves as a convenient demonstration unit.

Included in the equipment permanently installed at the depot are a Laycock 3-ton Corolift and a typical Lubay installation. The latter embodies reels for dispensing water, grease and oils and to save space, a Laycock Hydratig 3-ton hydraulically operated centre-ram type lift is installed between the platforms of the Corolift.

### Office for Mr. Wardlaw

THE Industrial Transport Association has appointed Mr. T. H. Campbell Wardlaw, the Newcastle upon Tyne solicitor, as their honorary legal advisor.

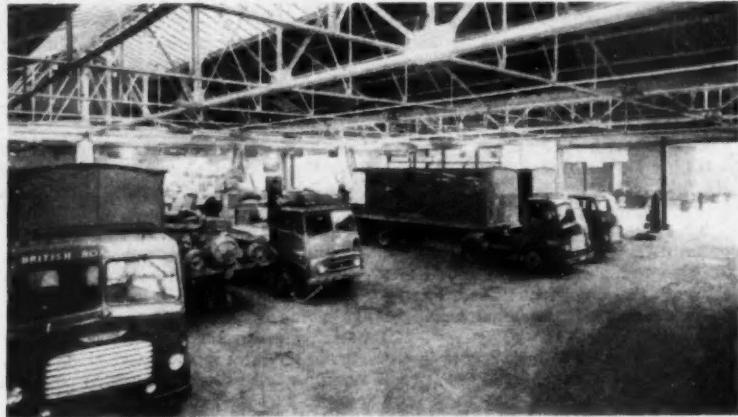
### SURREY SURVEY

A SURVEY is to be carried out by the Ministry of Transport this weekend at 24 points in Surrey and Kent to assess traffic requirements for the proposed London-Brighton radial route.

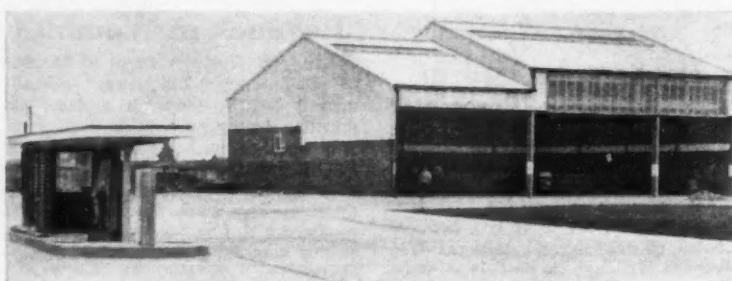
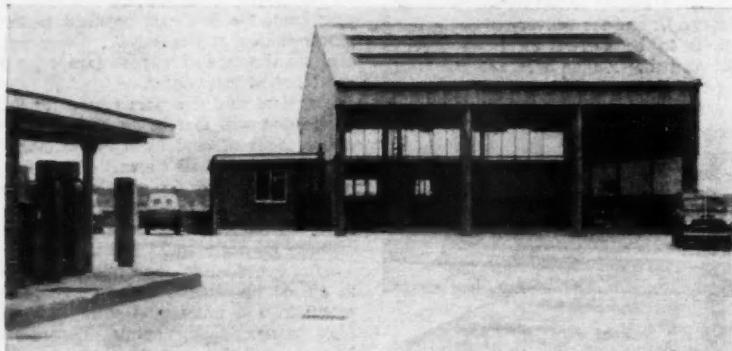
## B.R.S. Rebuild Two Yorkshire Depots

BRITISH ROAD SERVICES have now completed work, it was announced this week, on a new general haulage depot at Leads Road, Hull, and on widespread extensions and improvements at their parcels depot at Milnsbridge, near Huddersfield. At Milnsbridge, B.R.S. have for some time been anxious, they state, to improve their facilities and when an adjoining picture house came up for sale they bought the site. Now B.R.S. have centralized their operations at Milnsbridge, rather than splitting them between Milnsbridge and its sister-depot at Nile Street.

The 9,500-sq.-ft. platform at the Milnsbridge depot is 250 ft. long, and has backing-up spaces for 50 vehicles. Daily throughput is 10,000 parcels, mainly textiles. It is anticipated that the new



(Above) Daily throughput at the enlarged Milnsbridge depot is 10,000 parcels. (Left) The maintenance shop at the Hull depot. (Below, left) The transit shed at Leads Road.



development, in addition to centralizing all Huddersfield services, will bring about an increase in traffic handled.

The depot operates 75 vehicles, 46 rigid and 29 prime movers, with 60 semi-trailers. Twenty-four services are dispatched nightly to destinations throughout the country. Local collection and delivery services daily cover the West Riding of Yorkshire and into Lancashire.

A two-pit maintenance shop has been built. In addition to carrying out inspections and running repairs this maintenance unit, within a mile of the Yorkshire-Lancashire trunk route, is conveniently situated to offer breakdown facilities for other B.R.S. vehicles.

The new general haulage depot at Leads Road, Hull, covers five acres, and comprises a modern office block, transit shed and a new service station. There is a

convenient report point for drivers, which adjoins the traffic office, and the staff have complete observation of the parking area and transit bay. The teleprint terminal is installed in the administrative offices.

The transit shed is a 2-ton traversing crane, and the fuelling island has been centrally placed between the transit shed and the service station to eliminate congestion.

The service station has been erected well away from the transit shed and operating area. Two inspection pits have been provided which, together with free standings, will accommodate five to six vehicles. A high-pressure lubricating system has been installed. Adjoining the service station is a two-bay wash. Mess rooms are provided near the administrative block.

## No Evidence, No Licence

**A**N applicant already operating three vehicles on B licence applied to Mr. C. J. Macdonald, deputizing for the Western Licensing Authority, at Cheltenham last week to add to his existing conditions: "sand, gravel and hardcore within a radius of 30 miles of operating centre with two vehicles."

The applicant, Mr. F. W. Smith, of Chesterton Lane, Cirencester, told the Authority he had no supporting evidence. He was there, he said, "to speak for himself."

Replying to Mr. Macdonald, he said he did not know who his customers would be nor what quarries he would carry traffic for, except that there were many quarries and sandpits in the district, and he thought he could do some work for them.

Mr. Macdonald: "I must have evidence as to need. I should like to help you, but you will have to think up some way of showing that the need is there."

The application was refused, and none of the ten objectors was called.

### SAFE IF TOWED AWAY

**T**HE National Road Transport Federation has announced that its commercial vehicle insurance policy has been extended to include fully comprehensive cover whilst the vehicle is being moved from prohibited parking places by the police under the Removal of Vehicles (England and Scotland) Regulations, 1961.

The Federation's goods-in-transit insurance policy also provides cover in the same circumstances provided there is no restriction under the policy in respect of the parking of the vehicle in London overnight.

## Leylands For Yugoslavian Exhibition

THE first of 160 single-decker buses ordered by Belgrade Municipal Transport will be included in Leyland exhibits at the International Fair of Techniques and Technical Achievements, in Belgrade from August 23 to September 3. Also to be shown is a Leyland Beaver tractive unit, powered by the Leyland O.680 Power-Plus diesel engine with a Dyson semi-trailer.

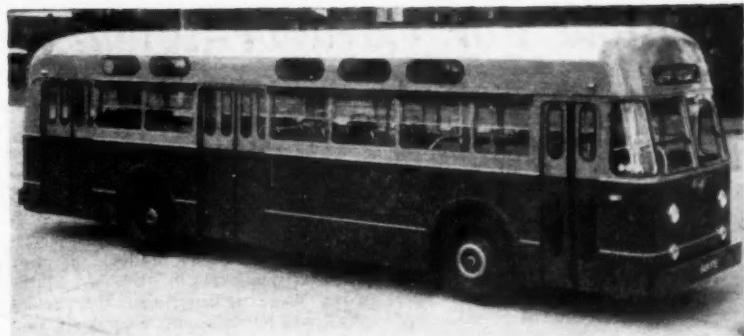
Equipment on the Beaver includes assisted steering, clutch, and handbrake, and a special version of Leyland's Vista-Vue cab.

The special cab has been made by Bankfield Engineering Co., Ltd., Southport, and is named the Sleepakab. It uses parts of the all-steel Vista-Vue cab, but is 1-ft. 7½-in. longer so that a sleeping bunk can be installed across the back of the cab. The sleeping compartment and roof are insulated.

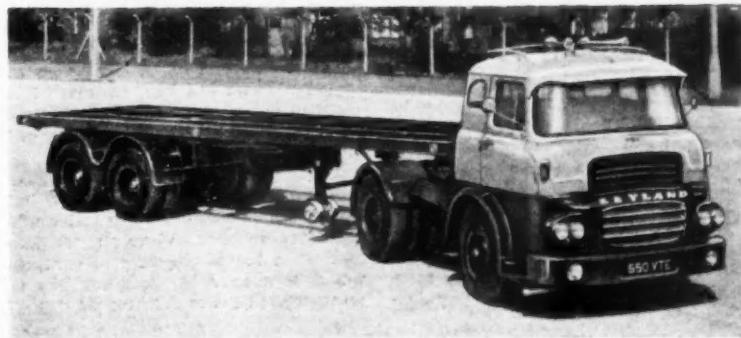
Special attention has been paid to amenities for the crew, an air conditioner is installed together with an electric shaver; a shaving mirror; cigarette lighter; radio; two-tone upholstered adjustable seats and upholstered engine hood; rubber carpets; padded interior sun visors; and fire extinguisher.

The bus is a Leyland Worldmaster LERT 1.1 with bodywork by Metropolitan-Cammell-Weymann, Ltd.

It is powered by a Leyland O.680 150 b.h.p. diesel engine, and fitted with a



(Above) One of the Worldmaster single-deck buses. (Below) The Beaver with special Vista-Vue cab.



four-speed semi-automatic gearbox incorporating a special "hill-holding" device. It has an exhaust brake, as well as powerful air brakes.

The engine, gearbox, brakes and rear axle are completely dust-proofed, the air

for these being taken from the front of the chassis and through a large oil bath cleaner. Seats are provided for 23 passengers, with centre gangway and internal platform at the rear with room for 77 standees.

## Municipal Contracts

**Croydon** Transport Committee recommends the purchase of (a) a Bedford TK end tipper to replace a Foden 6-ton tipping lorry, at a cost of £1,367 7s. 6d.; (b) an Austin A35 van to replace a Morris 5-cwt. van, at a cost of £360 19s. 6d., required for the Borough Engineer's Department, and (c) the purchase of a Commer 1½-ton van with petrol engine and body conversion to provide seating accommodation for 12-14 persons at a cost of £943 7s. 3d.

**Birkenhead** Water Committee has accepted the tender of Grosvenor Motors (North Wales), Ltd., of Rhyd, for the supply of a Land-Rover for £464 17s. 5d. The Works and Building Committee has accepted the tender of Bob Sargent, Ltd., of Liverpool, for the supply of a Morris 5-cwt. van for £391 15s. 9d. The Parks and Cemeteries Committee is to invite tenders for the supply of a new vehicle, at a cost not exceeding £600, to replace a Bedford lorry.

**Cardiff** Central Contracts Committee has accepted the tender of Moorsmith Motors, Ltd., for the supply of an Austin 152, 15-cwt. for the sum of £497, for the use of the Waterworks Department. It has also recommended acceptance of the tender of Moorsmith Motors, Ltd., for the supply of a Redwing FT/1 fire appliance on an 88-in. wheel-base Land-Rover chassis, for the sum of £1,158. The Public Works and Town Planning Committee is to invite tenders for the supply of a mechanical excavator.

**Greenwich** Works Committee has accepted the tender of Stothert and Pitt, Ltd., for the supply of one vibrating footpath roller, for £345; and the tender of Winget, Ltd., for the supply of a trailer for transporting lawn mowers and other gardening equipment, for the sum of £167 10s. The Works Committee has accepted tenders of Shelves and Drewry, Ltd., for the supply of (a) three TV refuse collection vehicles with power steering and towing brackets, for the sum of £13,359; (b) one TV refuse collection vehicle with power steering, towing brackets and hygienic loading shutters, for the sum of £4,778 and (c) two Paladin refuse collection vehicles, with power steering, for the sum of £9,891.

**Douglas** (I.O.M.) Health Committee has accepted a tender from Davies Garage, Ltd., for the supply of a 10-12-cu.-yd. capacity Karrer Bantam refuse collector for the sum of £1,719 7s. 6d.

**Hastings** Public Hygiene Committee wants to purchase a Shelves and Drewry Pakamat Refuse Collector, at an estimated cost of £4,400. The Motor Vehicles Committee has accepted the tender of J. Hollingsworth, Ltd., for the supply and delivery of a Ford Thames diesel-engined 4-ton refuse control truck, for the sum of £1,111.

**Carlisle** Health Committee is to invite tenders for the supply of a new ambulance to replace a Bedford, purchased in 1955. The Committee has also accepted the tender of Graham and Roberts, Ltd., amounting to £531, for the supply of a van to be used for the transport of bedding, and the tender of Dias and Co., Ltd., for the supply of two Austin 7 vans, at a cost of £382 11s. 7d. per vehicle. The Highways and Streets Committee has accepted the tender of the County Garage Co., Ltd., for the supply of a mobile tower wagon for the sum of £1,430; and the tenders of J. A. Stitt and Sons for (a) the supply of a 5-cwt. van for £382 and (b) the supply of a towing tower wagon for £385. All are required as street lighting maintenance equipment.

**Ealing** Recreation Grounds Committee reports that Campbell Symonds, Ltd., of Forty Avenue, Wembley, have submitted the lowest tender, in the sum of £948, for the supply of two 15-cwt. pick-up trucks and Stewart and Ardern, Ltd., have submitted the lowest tenders for the supply of two lorries, for the sum of £2,311. The Works and Highways Committee has accepted the tender of Sharwood Motors, Ltd., of Ealing, W.5, for the supply of two Austin cars, for the sum of £993; the tender of Norman Reeves, of Uxbridge, for the supply of a Fordson van for the sum of £420; the tender of Metering Pumps, Ltd., of Ealing, W.5, for the supply of a sewer flushing vehicle for £3,850; the tender of Rootes, Ltd., W.10, for the supply of two mechanical road sweeper vehicles for the sum of £6,213; and the tender of Shelves and Drewry, Ltd., for the supply of a gully emptier for the sum of £2,965.

**Scarborough** Water Committee has approved a proposal for the purchase of a Commer Cob van at an estimated cost of £505.

**Llandudno** U.D.C. has accepted the tender of Kelly Bros. (Garage), Ltd., of Llandudno, amounting to £790 for the supply of a 2-ton lorry.

**Nelson** Corporation is recommended to approve the purchase of a new Karrer mechanical sweeper vehicle, at an estimated cost of £3,230.

**Hilford** Corporation is recommended to accept the tender of Ray Powell, Ltd., of Hilford, amounting to £8,087, for the supply of three Karrer refuse collection vehicles.

**Plymouth** City Council is recommended to accept the tenders of M. Thomas (Motors), Ltd., of Plymouth, for the supply of a Karrer Gamecock 12-cu.-yd. side-loading vehicle, for the sum of £1,534; and two Karrer Benheim 30-cu.-yd. refuse collection vehicles, for the sum of £3,000 each. It is also recommended to accept the tender of Shelves and Drewry, Ltd., Letchworth, Herts, for the supply of a 40-cu.-yd. Pakamat refuse collection vehicle for the sum of £4,193.

**Liverpool** Watch Committee has accepted the tender of W. Watson and Co. (Liverpool), Ltd., for the supply of (a) three Morris-Commercial L.D.4 1-ton vans, for the sum of £1,967; (b) two Austin L.D.5 1½-ton vans, for the sum of £1,254, and (c) the supply of seven Austin Gypsy utility vehicles, for the sum of £3,671. The Committee also recommends acceptance of the tender of Voss Motors, Ltd., for the supply of a Morris 1½-ton Mini-Van for the sum of £335. It has accepted the tender of Gaskell, Burrell and Edward, Ltd., for the supply of one Bedford horse box, for the sum of £2,506. The Water Committee recommends acceptance of the tender of Sandon Motor Engineering Co., Ltd., for the supply of one 7-ton Commer Karrer Wagon for the sum of £1,551. It has accepted the tender of A. W. Webb, Ltd., for the supply of a 3-ton Thames lorry for the sum of £878. In addition it has accepted the tender of Thomas S. Whitney and Co., Ltd., for the supply of a 3-ton Thames Trader for the sum of £955.

## Vehicle For Caravan-towing Refused

THE towing of outsize mobile caravans over long distances by road may present a problem in the future, but for the moment transport contractors can cope.

That was the view expressed at Cheltenham last week by Mr. C. J. Macdonald, sitting for the Western Licensing Authority, when he considered an application by Mr. W. J. Thomas, of Cheltenham, to add one articulated vehicle (5 tons 12 cwt.) to a B licence for the carriage of caravans and boats picked up within a radius of 10 miles of operating centre for delivery any distance and vice versa. The application was opposed by Beech of Cardiff, Ltd., British Railways and J. Blackstone, of Hereford.

The applicant told the Authority he had handled 50 caravans in the last six months, but he had no evidence as to the number of caravan owners who had asked for his assistance in regard to transport.

Mr. Thomas Sheppard, a caravan dealer, supporting the application, said Mr. Thomas had given him every satisfaction hitherto. If he had had any diffi-

culty he would have approached one or other of the objectors—if he had known of their existence.

A solicitor acting for Mr. Thomas read from a report published recently, purporting to show that business in large caravans was increasing, but Mr. Blackstone, while agreeing that the present trend was towards outsize caravans, said in his opinion it would be wise to wait a while to see how the trend developed before sanctioning more transport. He said he, himself, could handle more work than he had at the moment.

The L.A. held that the applicant had not shown clearly that there was any need for more transport to move caravans of any size. There had been too much talk about the big caravans of the future rather than what the actual position was at the moment.

As regards boats, applicant could have a licence to carry these if he wished, but it would be restricted to boats and would not cover caravans. There may come a time when the development of caravans would be affected by the availability of transport, but it was not here yet.

## “W. Welsh Should Prune Bid”

ON the second day of the hearing of the Western Welsh Omnibus Co., Ltd., fares application, the opening of which was reported in last week's issue, a suggestion was made that the bus company's application could be modified by £26,000. The company had asked for £132,000 in its application, but this could be cut to about £105,000, said an accountant.

The accountant, Mr. Frank Edward Price, who was said to have had 30 years' experience in transport, said he considered the Western Welsh company had built up their resources over the past four years. The accumulated balance of the company had increased by £13,000 in those four years.

Summing up for the local authorities who object to the application, Mr. Alun Davies, Q.C., said that Mr. E. S. Fay, Q.C. (for Western Welsh), had raised "points of prejudice" in the proceedings.

One such point involved the Chancellor's increased tax on fuel. Mr. Davies said that it was made perfectly clear at an earlier hearing in Cardiff that the matter was outside the purpose of the inquiry.

It had been said that the Minister of Transport did not consider as unreasonable the yield of 7.79 per cent. on capital employed. Mr. Davies said that this did not mean that anything less than that figure was unacceptable.

Dealing with the proposed abolition of 7d. and 9d. returns, he said these fares would obviously hit the housewife. He thought it should be completely deleted

from the application. The figure of £12,800, the estimated yield of these tickets, could well be met by the company without suffering any hardship.

### Wrongly Worded

### Application Adjourned

BECAUSE an application did not specifically state that the vehicle requested was a low-loader, it was adjourned by the Yorkshire Deputy Licensing Authority, Mr. J. H. E. Randolph, at Leeds on Monday.

J. H. Welburn, Ltd., of Batley, were asking for a new articulated outfit of 8½ tons, to carry heavy plant and machinery. It was actually a low-loader, but this was not stated in the published application.

As soon as this fact was made known to the objectors (British Railways and four private road hauliers) they requested that the case be adjourned and republished.

### AUSTINS ON DISPLAY

A COMMERCIAL vehicle sales and service week is to be held by Car Mart Sales, Ltd., Austin distributors, from October 2 to 7 at their London Road, Marks Tey, branch, near Colchester. During the week commercial vehicle users will be invited to bring their vehicles in for a free test and report. Manufacturers' representatives will also be in attendance. There will be an exhibition of new Austin commercial vehicles, together with examples of special bodywork.

## Micrograms . . .

**Edinburgh Bus Depot:** Edinburgh transport department is planning to build a £220,000 bus depot at Marine Gardens, Portobello.

**Under Control:** The Traders Road Transport Association is studying a parking meter scheme put forward by Surbiton (Surrey) borough council.

**Left London:** Hawley Products, Ltd., has moved from Tottenham to a new and larger factory at Cheney Manor, Swindon, Wilts (phone, Swindon 6251).

**Three a Minute:** A new vehicle comes on the road every 20 seconds, day and night—Mr. Wilfred Andrews, chairman of the Roads Campaign Council.

**Astley Enterprise:** The Astley Industrial Trust, Ltd., have acquired the share capital of **General Commercial Finance Co., Ltd.**, of Bristol and Bournemouth.

**More German Vehicles:** West German road goods vehicle production was 11.1 per cent. higher over the first half of the current year than during the first half-year of 1960.

**Brazilian Perkins:** The Ford Motor company in Brazil are now offering the Perkins 6.340 engine, made by the Perkins Brazilian manufacturing subsidiary, in their F600 trucks.

**Oil Wells:** At Glentworth, Lincs, where oil has previously been found, B.P. Exploration Co., Ltd., have been granted planning permission by Gainsborough R.D.C. to sink two more bores.

**They Sold Fewer:** During the first six months of 1961, the Ford Motor Co., of Detroit, sold 171,474 commercial vehicles, as against 199,102 for the corresponding period last year.

**Motorway Services, Ltd.**, of London, have been awarded the contract for the development of the Charnock Richard, Lancs, service area on the Lancashire section of the Birmingham-Preston motorway.

**By Colour:** Esso pumps are in future to be colour coded to indicate the type of fuel they supply. The derv pumps will have a blue band round them and the Esso Mixture pumps will have red side panels.

**100 Passengers:** Glasgow may have 100-passenger buses in operation within five years, said the city's transport committee convener, Coun. Samuel Hughes, last week. The vehicle builders were interested, he added. The undertaking has recently ordered 150 Leyland Atlantean 78-seaters.

## New Companies

**C. W. Thorp and Son, Ltd.**, Cap. £2,500. Dirs.: C. W. Thorp and D. R. Thorp. 51 The Downs, Herne Bay, Kent. Sec.: B. D. Harris. Reg. office: Brooklands, Fordwich, Kent.

**T. Stockill and Sons, Ltd.**, Cap. £12,500. Dirs.: T. W. Stockill, The Villa, The Green, WallSEND; R. Stockill, 19 Beech Grove, WallSEND; T. A. Stockill and K. Stockill. Reg. office: The Villa, The Green, WallSEND.

**Resin Plant Hire, Ltd.**, Cap. £1,000. Dirs.: L. B. Fairall, The Greystones, Morville, nr. Bridgnorth, Salop; G. D. Kelley, Mere Oak, Chelmarsh, Bridgnorth, Salop. Sec.: G. D. Kelley. Reg. office: Central Chambers, Bearwood Road, Smethwick, 41, Staffs.

**G.R. Transport (Tottenham), Ltd.**, Cap. £1,000. Dirs.: H. Smith, G. R. Smith and L. E. Smith. 10 Linden Road, London N.15. Sec.: H. Smith. Reg. office: 42 Devonshire Street, London, W.1.

**J. W. Crowther and Son, Ltd.**, Cap. £15,000. Dirs.: A. Crowther, 11 Bradford Road, Gildersome, Leeds; N. H. Crowther, 71 Bath Buildings, Bruntcliffe, nr. Leeds; G. J. Crowther, Chellow Dene, Elland Road, Churwell, near Leeds. Sec.: G. J. Crowther. Reg. office: 11 Bradford Road, Gildersome, Leeds.

**Williamson (Kingsbury), Ltd.**, Cap. £100. Dirs.: C. W. Williamson, 10 Eton Grove, Kingsbury, London, N.W.9; H. Shailer, 19 Malden House, Oxhey Drive, Oxhey Estate, Carpenders Park, Herts. Sec.: E. M. Williamson. Reg. office: 10 Eton Grove, Kingsbury, London, N.W.9.

**Swarcarty, Ltd.**, Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

## New Offices for Hull Busmen

ALTHOUGH the new central transport offices, in Lombard Street, Hull, will not be officially opened until September 29, the administration staff of Hull transport department have already moved in. The new building is a vast change from their cramped quarters in Newland Park, Hull, which had been occupied in 1941 after the main Albion Street offices were destroyed by enemy action.

The new building, close to the city's main bus station, was designed by Mr. Andrew Rankine, and took about 18 months to erect. It is in the form of a letter L and comprises a two-storey block, containing general office accommodation, an inquiry office and lost property dept., and a three-storey block.

The ground floor of the three-storey wing is mainly occupied by a canteen connected to the existing bus garage through the staff entrance lobby. Administrative offices occupy the whole of the first floor, and on the top floor there is a lounge and billiards room, together with a social hall and cloakroom. This recreation suite will replace the Norfolk Street Club (formerly an old police station) which has served the staff of the department for many years.

### "Bursting At The Seams," He Says

A HAULAGE firm "bursting at the seams" with work was last week granted two A licences for the addition of one six-wheeler and the substitution of another by the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Carlisle.

Mr. James Johnston, a director of the applicants, Johnston Bros. (Giroux), Ltd., Aspatria, near Carlisle, said: "The firm is now bursting at the seams with work. We are having difficulty in keeping on time with orders because of vehicles off the road for repairs. The new vehicle would make it easier."

He added that the firm had bought its way back into the business in 1956 after being nationalized. "Since that time our gross takings per year have doubled. Last year the takings were £510,434." Mr. Johnston said that the company had eight vehicles each earning £6,000 per year.

Mr. Hanlon said that he thought he was perfectly justified in granting the application. "The firm's customers are the same as those they supplied in 1956. But the trade from these people has increased."

### WIDER RADIUS

A haulage contractor, of The Crofts, Aspatria, for an extended B licence to carry agricultural goods for 25 miles and to carry farm feeding stuffs for 50 miles, was granted by the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Carlisle last week.

## Applicants Were Careless, Not Reckless—L.A.

**I**N an attempt to avoid transhipment and delaying consignments until suitable vehicles were available, Harrison Brothers (Transport), Ltd., and their associate company, Harrison, Holmes, Ltd., applied at Preston last Friday to put all their vehicles on one A licence.

Mr. J. Backhouse, for the company, said that seven vehicles of 25 tons were involved. At present four of these units were on A licence to Harrison Brothers, the other three being authorized on B and C licences to Harrison, Holmes, Ltd. A common normal user of "Agricultural produce and requisites, foodstuffs, textiles, building materials, paper; Lancashire, Yorkshire, Cheshire, North-East coast and the Midlands," was sought.

Harrison, Holmes were market gardeners, said Mr. Backhouse, and it had now been decided that the transport requirements for both companies should be met by Harrison Brothers (Transport), Ltd. At present the vehicles were all on different licences, with varying conditions. This meant that part loads had to be carried, transhipping took place, and delays were liable to occur. They sub-contracted as much as possible but this was not satisfactory. In evidence, Mr. D. Harrison, director, pointed out that they handled a lot of fruit from Liverpool and it was useless unless delivered promptly to the various markets. Vehicle capacity was being lost by having units on different licences.

Answering Mr. G. H. P. Beames, for British Railways, Mr. Harrison admitted that on several occasions they had not adhered to the conditions attached to the various licences, but the application would put matters right as the normal user covered all the work they did.

Mr. Beames commented that the

applicants were asking the court to approve breaches of the licences.

Support for the application came from seven representative companies engaged in the fruit and horticultural industries. All told of difficulties in obtaining Harrison vehicles and of being forced to use their own transport to carry goods when these units ought to have been employed on other work.

Evidence was given by two railway representatives who said they had facilities to deal with the return loads the A-licence vehicles would be entitled to carry, and had services to all the destinations mentioned in the user.

Mr. Beames submitted that all the evidence had related to isolated traffic, whilst it was asked that the vehicles should be allowed very wide conditions.

"These vehicles will not be new," observed Mr. Backhouse. "Four of them are on A licence to us now, and three are licensed to our associated company."

Before giving his decision the North Western Licensing Authority, Mr. F. Williamson, said that Harrisons had been careless about their normal users, but it did not amount to recklessness. Harrison, Holmes had given no undertaking that if the application were granted in full they would not take out any more C licences. Therefore the C-licence vehicle could not be substituted by an A unit.

He granted the other six with the conditions sought, and said the existing licences must be surrendered.

### Must Produce Figures, Haulier Told

**S**TRONG opposition from British Railways faced an application by Ramsden's Haulage (Contractors), Ltd., at Preston last Friday. They asked for six vehicles on a B licence, to enable them to carry, amongst other things, solid fuel. The application had earlier been part-heard.

Mr. W. Lathom, managing director of Ramsden's, said that they had three A-licence vehicles, which were fully occupied. He was unable to produce figures in respect of these units, he told Mr. G. H. P. Beames, for British Railways.

In addition to carrying fuel, Ramsden's wanted to transport lime and limestone. Mr. G. E. Baggeley, coal contractor, said that he supplied fuel to market gardeners and nurseries on the Fylde coast. At present he had to use his own vehicles to carry coal but would prefer Ramsden's if they were available.

Two railway representatives gave details of the fuel-carrying facilities and

the number of empty wagons. For the past two winters there had been a shortage of wagons, but this difficulty had been overcome by using B.R.S. tippers.

In submission, Mr. Beames stated that before any grant for B vehicles could be made, full details must be produced of the operations of the A licence fleet. The railways had difficulty in carrying coal in mid-winter, but this had been overcome. There might be grounds for a very limited grant, but the application was on an ambitious scale.

The North Western Licensing Authority, Mr. F. Williamson, said that figures should have been produced to show that the A fleet was fully employed. He granted two B-licensed vehicles with the conditions "lime for Withers Lime-stone, Ltd., within 30 miles of base and solid fuel for Mr. G. E. Baggeley for the use of horticulturists within 15 miles of base," saying that, if necessary, short-term licences might be applied for during the winter for the carriage of coal.

## Move to Switch Workers' Service From Contract

IT would be impossible to grant a licence to an operator who only wished to cater for the cream of the traffic available, commented the chairman of the North Western Traffic Commissioners, Mr. F. Williamson, when he considered an application by Mr. B. Dex, 32 Berwick Street, Rochdale, at Manchester last week.

Mr. J. Kilner, for Mr. Dex, said he wanted to run a works service for employees of Charles Kershaw, Ltd., picking up the passengers at Peel Street, Littleborough, and taking them to the company's mills at Blackstone Edge. The mills were situated about  $\frac{1}{2}$  m. from the main road, and in the winter staff complained of the walk. Existing bus services were operated by Hebble Motor Services, Ltd., but these did not go right up to the factories. It was proposed that the men would pay 1s. a day for the return fare.

A director of Charles Kershaw, Ltd., Mr. N. K. Menzies, stated that their textile mills were in moorland areas, miles from habitation, and there was not even a shelter at the nearest bus stop. In 24 hours they operated two shifts, the day workers starting at 7 a.m. and finishing at 5.15 p.m.

### Witness Recalled

The application was originally heard in March, but last week Mr. Dex was recalled to give evidence. He said that he only wanted to provide a service for the day shift. There were not enough passengers on the night shift to make the operation remunerative. He thought there were adequate existing bus services to cater for them. From January he had been running a service for the employees of Charles Kershaw, Ltd., but it had been on a contract basis and the management had paid for it. This had started in Rochdale and then travelled to Littleborough and Blackstone Edge. However, the application today was for the service to commence from Littleborough and they wanted to abandon the Rochdale section of the route.

Mr. F. A. J. Woodworth, traffic

manager of Hebble Motor Services, Ltd., objecting, produced details of their existing facilities in the area. He did not think that it was unreasonable to expect employees to walk for 10 minutes or so. Occasionally Hebble buses did not run to time, or were full up, but this happened to all operators—especially during the winter.

### Worse at Night

Mr. Williamson reserved his decision but said that if the walk to the mills from the main road was difficult for the day workers it would be worse for the night shift, and yet Mr. Dex did not want to cater for these people as it would be unremunerative. The crux of the matter was the timing of the existing Hebble services and whether there was sufficient accommodation on the vehicles in the late afternoon. In the meantime there was nothing to stop the management of Charles Kershaw, Ltd., from operating the service on a contract basis.

## Belfast Seeks Fares Increases

BELFAST Transport Committee is to ask sanction for revisions of fares and stages, the main points of which are the abolition of the children's flat-rate 2d. fare, and the shortening of the 3d. fare stage. The proposals, if granted, will bring in an extra £200,000 in a full year. The last revision of fares and stages was in June, 1960.

Since estimates for the present revision were prepared, further increased costs—including £86,000 in a full year for a general wage rise granted in April and £17,600 for increases of duty on fuel oils—have had to be met, says the Corporation.

## One Short

SHEFFIELD magistrates last week fined Sunter Brothers, Ltd., Northallerton, £15 for not complying with special regulations for carrying heavy loads. Herbert Johnson, a driver, of Northallerton, was fined £10.

The magistrates were told that a low loading trailer carried a boiler 60 ft. long and 15 $\frac{1}{2}$  ft. wide which weighed 65 tons. Vehicles carrying loads wider than 9 ft. 6 in. required three attendants including the driver. When Johnson was stopped, the vehicle had only two men in the cab.



This 4½-ton boat, the "Anglesey" was delivered last week by B.R.S. (Pickfords), Ltd., to Uffa Fox (seen here in shirtsleeves). He competed with it in the "Daily Express" Power Boat Race.

## "One-man" Bus Goes Back Into Service

A ONE-MAN bus for miners working at Wharncliffe Woodmoor pit can run again. Mr. Alvin Brookes, of Turner Street, Great Houghton, near Barnsley, was recently fined for breaches of his licence conditions, and informed by Yorkshire Traffic Commissioners that he could not operate without a conductor.

Mr. Brookes said that the returns from the service, which operates for about 30 miners, did not justify the employment of a conductor. When he sought a dispensation Maj. F. S. Eastwood, chairman of the Commissioners, said this could not be granted unless adaptations were made so that the door was under the direct control of the driver.

Mr. Brookes has now carried out the adaptations and Maj. Eastwood said last

week that, following an examination of the vehicle by one of his senior officers, he was granting a dispensation for the service to be operated again. Not only had Mr. Brookes fitted the necessary equipment to give the driver control of the door, but in addition had fitted a bell warning the driver of any interference with the emergency exit.

### CONTRACT HIRE IN ULSTER

THE hiring-out of commercial vehicles, either for short periods or on long-term contract, has become an established department of the Ulster Transport Authority. Since the scheme was introduced in November, 1960, the fleet has grown steadily and it is estimated that the undertaking will have 150 vehicles in service by March, 1962.

## LICENCE FOR CARAVAN TOWING

AN application by V. G. Waring and Sons, Windermere, Westmorland, for a B licence to allow one vehicle to tow caravans for 50 miles, and to tow boats and equipment as required, was granted by the Northern Licensing Authority, Mr. J. A. T. Hanlon, in Carlisle last week.

Mr. V. G. Waring, of College Road, Windermere, said that the firm repaired boats and acted as a marine agent. "If one of our customers goes on holiday we often have to take his boat from Windermere to wherever he is going."

## Air Control for Edinburgh?

**G**LASGOW, Edinburgh and Aberdeen transport undertakings may be involved in airport operation in the future. Edinburgh Corporation may set up a new department to deal with this new aspect of civic administration, but it could be that the transport manager, Mr. W. M. Little will have responsibility, writes a special correspondent.

The Lord Provost of Edinburgh, Mr. J. G. Dunbar, said that they were concerned that it did not become a burden to the ratepayers.

Turnhouse Airport had not been paying, but its use was increasing each month, he said. It was not used exclusively by Edinburgh people but served a wide area of the East of Scotland and this would have to be considered.

Whether or not a new department would be set up was a matter for the town council to decide, but at present the department which could most appropriately deal with the situation would be the Transport Department, he added.

### Orders and Deliveries

**Big Argentinian Order:** A. G. Pruden and Co., S. R. L. Leyland agents in Argentina, have ordered a total of 120 Leyland Beaver four-wheeler and Hippo six-wheeler chassis in Leyland's new Power-Plus series. The order is worth £450,000. The chassis will be powered by Leyland 0.680, 200 b.h.p. diesel engines and have five-speed gearboxes with a sixth speed overdrive.

**Goods Chassis and Buses:** South African Railways and Harbours Board have ordered 40 A.E.C. Mandator four-wheeled and 20 Mammoth Major six-wheeled goods chassis. Bus Bodies (S.A.), Ltd., and Africa Body and Coach will build 36-ft.-long bus bodies on the chassis.

**36-footers Ordered:** Over 100 36-ft.-long Leyland Leopard coach chassis, worth in all nearly £300,000, have recently been ordered by coach operators in the U.K. Largest single order is for 18 by Western Welsh Omnibus Co., Ltd. Potteries Motor Traction Co., Ltd., have ordered 15, North General Transport Co., Ltd., 12, Southdown Motor Services, Ltd., and Yorkshire Traction Co., Ltd., 10 each, Black and White Motorways, nine, Venture Transport Co. (Newcastle), Ltd., eight, East Yorkshire Motor Services, Ltd., seven, Scout Motor Services, Ltd., six, Greenslades Tours, Ltd., five, and Birch Bros., Ltd., three.

**More for B.R.S.:** A further 150 A.E.C. Mercury chassis have been ordered for British Road Services. A.E.C. AV 470 diesel engines, five-speed gearboxes and Park Royal cabs will be fitted. Over 100 of the chassis will be for load carriers, the majority having 17-ft. 3-in. wheelbase, whilst the rest will be 8-ft. 7½-in. wheelbase tractive units.

*This Albion Clydesdale, which has an insulated body, is operated for Dannon Milk Products, Inc., of Long Island, U.S.A., by the Truck Rental division of the Hertz Corporation.*



## Glasgow Earns a £311,000 Surplus

**A**LTHOUGH Glasgow's municipal transport services carried 21 m. fewer passengers in the financial year ending May 31, 1961, the transport department showed a surplus of £311,000, which is £271,000 more than was estimated last August.

This surplus is the biggest to be returned by the department for several years—last year there was a surplus of £116,124. It also means that there will certainly be no increase in fares this year. The department hopes that there will be no need for an increase before next May.

The motor buses showed a surplus of £849,000—a surplus of £717,000 was estimated—and the Underground made a profit of £36,396. The trolleybuses lost £36,000—£30,000 more than was expected.

The main reasons for the surplus are: (1) A fares increase last June, which brought in more revenue than was expected; (2) the continuing programme of conversion from trams to buses; (3) the withdrawal of British Railways'

suburban electric trains, which compelled many passengers to switch to municipal services; and (4) the reorganization of the department, including the withdrawal of uneconomic services.

Councillor Samuel Hughes, convener of the transport committee, said that this year would be a testing one for the department. The full effects of the recent wage increase to the traffic staff—estimated to cost £220,000—would be felt, and the higher price of fuel would add to their costs. They were sufficiently confident of the year's prospects, however, to estimate a surplus of £46,000 for the year to the end of May, 1962.

Mr. Hughes said that one particularly pleasing feature was that the department had now completely repaid the loan of £1,500,000 borrowed 10 years ago. Last year the tramway deficit was £538,141, which compared with an estimated deficit of £739,000. There are still 175 trams in service, and these will be withdrawn by October, 1962.

### Improved Results from C.I.E.

**A** WORKING profit of £420,654 is shown in the accounts of Coras Iompair Eireann for the year ended March 31, 1961, as compared with a deficit of £3,042 for the 1959-60 year. After interest and sinking fund payments there was a net deficit for 1960-61 of £246,174.

Although road freight revenue was up, the operating profit of £132,548 for this department represented a decrease, but in the road passenger section there was a rise in both revenue and profit, the latter standing at £764,305.

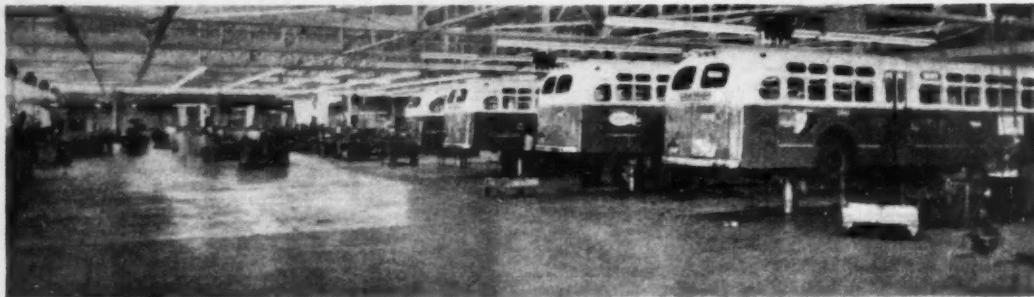
Whilst the number of double-deck buses owned by C.I.E. rose from 728 to 770, the number of single-deckers fell from 524 to 497. All the single-deck buses overhauled during the year were

repainted in the new colour scheme of rose pink and cream.

Prime movers employed in the goods department were increased by 28, to 979, this being principally attributable to a rise in the tractor total. Trailers also rose in number. At 493 m. there was a slight fall in the vehicle mileage for the passenger fleet.

### MAN PRODUCES MORE VEHICLES

**T**HE German concern, Maschinenfabrik Augsburg-Nürnberg AG, producer of MAN vehicles, announces that it plans to manufacture a total of 13,000 goods vehicles and motor buses over the current year. This compares with 12,000 units last year and about 11,000 units in 1959. Two-thirds of the company's goods vehicle output is now made up by heavy-vehicle production.



*A view of the recently modernized body shop and maintenance floor.*

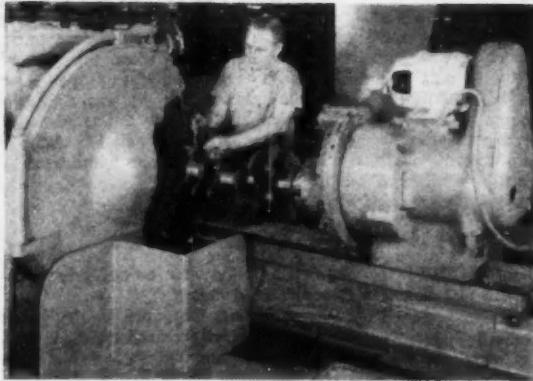
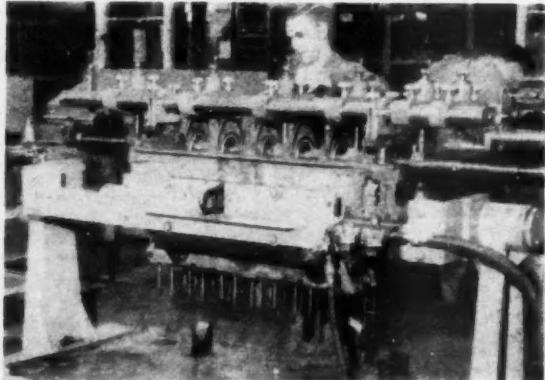
## The Philadelphia Story

**A £12m. Modernization Programme Has Been Completed by the Largest Privately Owned Transport Company in the World**

THE city of the Quakers, where no matter what you do on a Sunday—it's sinful. However, Philadelphia is also a city with the largest privately owned transport system in the world. The Philadelphia Transportation Company have just completed a £12m. modernization programme, mainly in their maintenance departments, and by an addition of 1,000 new 52-passenger diesel-engined buses, which are replacing petrol-engined vehicles.

Their new maintenance centre, stores department and general offices, occupy this new £2m. operations centre, where 1,500 buses are serviced, with provision for complete overhauls and repairs. The mechanics also carry out all the maintenance work on the cars of service supervisors, company goods vehicles, snow ploughs and other equipment (including three armoured cars).

maintaining the subway rolling-stock and equipment. At other centres, trolleybuses and trams are given complete maintenance whilst another centre is devoted entirely to rail bending, and so on, for track work on surface and subway lines. They have 575 subway and elevated cars and maintain 260 miles of track, plus 350 miles of overhead wires.



*One of the latest crankshaft grinders in action in the company's ultra-modern machine shop.*

The shop is a one-storey building with dimensions of 321 ft. x 345 ft. Its trussed roof is supported by the outside walls and by one row of columns down the centre, so that all buses can be easily manoeuvred.

In this huge open shop, there are enclosed rooms for steam-cleaning, sand-blasting, metal spraying, battery charging, radiator repair and hot-tank work.

The Philadelphia Transportation Company have many other maintenance centres. At some, work is performed on their trolleybus fleet, while others are responsible for

810

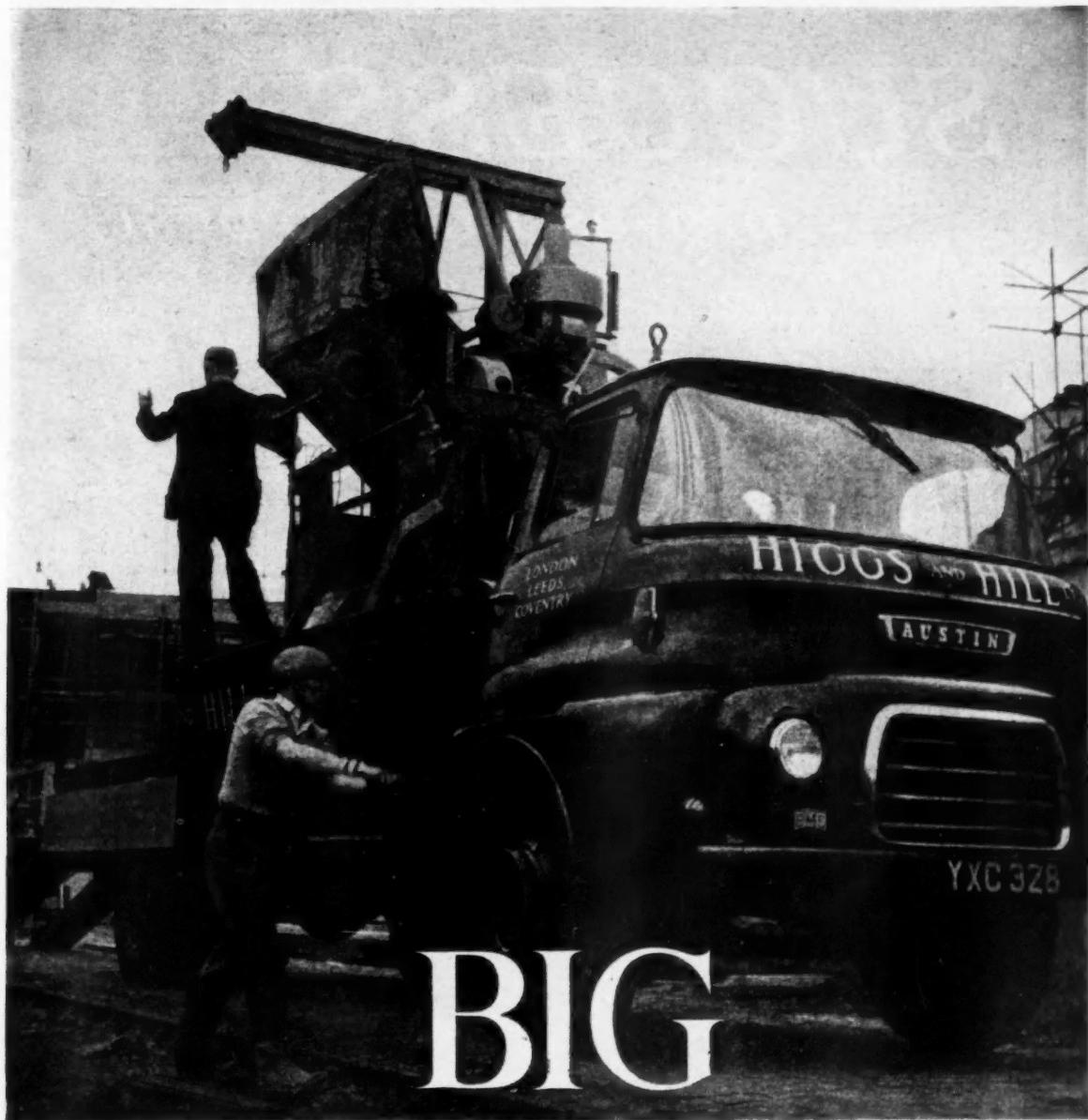
*This operator is engaged in line boring main bearings.*

One of the main functions of this huge new maintenance shop is the complete reconditioning of bus engines. The operation starts with the removal of the entire unit, including transmission. After the engine and transmission have been completely dismantled, the parts are thoroughly cleaned in the steam-cleaning and hot-tank area, each part being carefully inspected and repaired or replaced as required.

After reassembly and adjustment, engines are tested in a special dynamometer room. In the meantime, the bus from which the engine was removed is fitted with another engine-transmission assembly and put back into service, unless scheduled for body repairs or repainting work. Body repair work is done in the shop's central area. Here sheet metal fabricating equipment is used to make the various metal panels which may be required.

The paint shop, separated from the rest of the building

(Continued on page 111)



**HIGGS AND HILL CHOOSE  
AUSTIN 7 TONNERS**

Engineering contractors, Higgs & Hill Ltd., build roads and runways, factories and flats, power stations and bridges. In their Austin fleet are 46 7 ton trucks and tippers. Chosen for:

**MASSIVE STRENGTH:** extra strong steel frame braced by 5 cross-members. Exceptionally robust front axle. Tough semi-elliptic springs. High-efficiency steering. Powerful servo-assisted brakes.

**POWER PLUS ECONOMY:** 5.1 litre O.H.V. 6 cylinder B.M.C. diesel engine. 105 b.h.p. at 2,600 r.p.m. Precision built direct injection equipment ensures maximum fuel economy.

men  
buy

**AUSTIN**



Free personal  
benefits for your  
drivers. Ask us for  
details.



**DRIVER COMFORT:** Super luxury all steel safety cab. Uninterrupted visibility through deep wrapround windscreens. Foam rubber seating, all-ways adjustable. Sprung steering wheel.

**7 TON CHOICE:** 120", 150" or 160" wheelbase. Trucks with platform or dropside bodies, tippers with 6 cu. yd. Edbro or Telehoist hydraulic tipping bodies. Chassis/cab/scuttle units also available. NEW LOW PRICE: from £1,162.

**STOP PRESS** Latest addition to Britain's widest 5 cwt.-7 ton range is the new Austin prime mover for 18 ton gross train weight.

**BIG MEN INVEST IN AUSTIN**

The Austin Motor Company Ltd, Longbridge, Birmingham

**Overseas Business**—Austin Motor Export Corporation

Limited, Birmingham, England

London Showroom: 41-46 Piccadilly, London, W.1.

# *SUCCESS\**

*proves Dunlop best  
for you*



**\* SUCCESS:** More new British commercial vehicles are built with Dunlop tyres than any other make.

**\* SUCCESS** with world manufacturers: 65 of the world's leading commercial vehicle manufacturers fit Dunlop tyres as standard.

**\* SUCCESS** in developing the most comprehensive tyre-testing and tyre-proving facilities in Europe.

**\* SUCCESS** in Test Fleet operation: in 1960 the Dunlop fleet covered nearly 2 million miles over all kinds of roads at home and abroad.

#### **DUNLOP 'HIGHWAY MAJOR'**

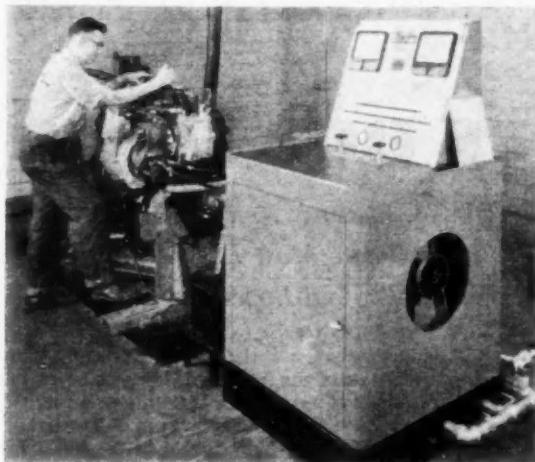
This premium 'Giant', with its wider, deeper tread and massive shoulder buttresses gives you a bonus in tyre miles which more than compensates for its slight extra cost. It is a cool-running tyre with higher resistance to cutting and stone-trapping. Ideal for all types of heavy goods and passenger vehicles operating over hard-surfaced arterial and trunk roads, the 'Highway Major' makes a real contribution towards higher payload, lower running costs.



# **DUNLOP**

**FOR TOP MILEAGE-TOP ECONOMY!**

CIM/HAL/477



*After reassembly and adjustment, all rebuilt engines are tested on this dynamometer.*

by a fire wall, occupies about a quarter of the area. An interesting feature of the shop is a self-propelled, mobile spray paint booth, which runs on tracks 200-ft. long, to paint the exteriors of seven coaches without stopping. Only one other city in the United States has such a spray booth.

In separate areas adjoining the shop are a torque converter room, where automatic transmissions for buses are repaired, and an air-conditioned, dust-free room used for carburettor assembly and the repair of fuel pumps. The careful maintenance and precise adjustment of the injectors are recognized to be of the greatest importance in assuring clean, smoke-free engine exhaust.

There is also an upholstering repair shop, and a room which houses the heating and air-conditioning equipment for the entire group of buildings in the maintenance centre. At one end of the building is a series of overhead doors raised and lowered by electronic electric-eye equipment, allowing buses to enter or leave without manual attention. On the roof of the building is a 170-ft.-high radio antenna, for the company's radio-telephone-equipped supervisors, emergency and service equipment.

The stores department holds over 40,000 different items valued at nearly £1m., the largest stock in the country. Purchases approximate £2m. yearly.

The accounting department has three special vibrating-screen coin and token sorting machines developed by the company's engineers. These sort half-dollar, quarter-dollar, 10 cent, five cent, one cent and two different-size tokens. The machines sort, count and bag four million coins and tokens daily, which go to other machines that count and wrap 50,000 rolls of coins and tokens daily.

The Philadelphia Transportation Company also own and rent to private individuals or companies, goods vehicles on a day or mileage basis, and they report that this new division is showing a good profit with signs of rapid expansion. Also operated on a maintenance basis, the service maintenance costs are found to be negligible.

The service pits are built on a 30° angle and each pit accommodates nine buses at a time, all fixtures being fire and explosion proof. They have modern draining facilities with sump oil running into underground waste tanks. Under each bus position there are four hose reels for water, air, engine oil and transmission oil.

Engine units to be dismantled and rebuilt are lifted out of the chassis by fork-lift truck, and transported to the cleaning department and stripping department. An overhead electric crane picks up the cleaned engine and lowers

it on to an engine stand, where mechanics can work in a comfortable position.

The cleaning department consists of a hot tank, a dip tank and a cold tank. The hot tank is for ferrous metals and the cold tank is for non-ferrous metals, all of which are lowered into the dip tank after they have been cleaned. Here they are coated with a soluble oil, which prevents them from rusting while waiting for repairs.

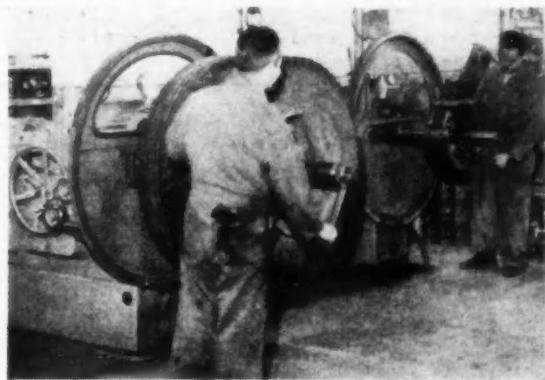
Cleaned parts are carefully inspected and if found serviceable, they are returned to the engine assembly line. If work is required, they go to the machine department. Parts which fail to pass the inspection are scrapped, and new parts requisitioned to replace them.

The brake department is equipped to reline and carry out a complete brake overhaul on four buses a day. This work is done with heavy duty linings and all linings are inspected every eight to ten days, depending upon the mileage of the bus. This means that their fleet receive a half million inspections in the course of a year.

There is a special transmission department, where mechanical transmissions are overhauled and chipped or broken gears are replaced and inspected to manufacturers' specifications. Hydraulic transmissions are also overhauled. The company have designed their own special test unit. They have installed an underground tank, which holds 55 gallons of transmission fluid (torque converter fluid) and to this they have mounted a pump and air compressor.

All the mechanic has to do is connect the line to the transmission, open a valve and build up the required pressure. After testing, the valve is closed, the pressure drops and the fluid runs back into the tank. The oil is not handled and is screened as it drains back into the closed tank, thus keeping the fluid clean.

The company's buses, trolleybuses, trams and subway and elevated lines operate more miles daily than are equivalent to nine times around the world. They carry two million passengers daily. In operating the world's largest privately



*The brake repair shop is equipped to reline and carry out a complete brake overhaul on four buses a day.*

owned transport system, plus leased lines, they maintain services over 1,550 miles of surface routes and 54 miles of subway and elevated lines.

They have 82 supervisors cars, emergency trucks and repair trucks located strategically throughout the city. At the end of each high-speed line, which radiates out from the centre of the city, they have what is called by the company, "Parking Fields." Suburban customers drive their cars here, get free parking and travel in the buses to the city. These fields are kept plowed free of snow during the winter, and have resulted in thousands of additional passengers.

# The Common Market . . .

# Manufacturers are Ready

**B**UOYANT enthusiasm best describes the mood of the British commercial-vehicle industry with regard to the prospect of Britain becoming a member of the European Economic Community (E.E.C.), or the Common Market as it is more popularly called. This much is clear from discussions I have had with senior officials of some of our vehicle and component manufacturers, and there are good reasons why this should be so.

Last year, for example, registrations of new British goods and passenger vehicles in the six E.E.C. countries exceeded 1958 registrations by 70 per cent., despite unfavourable tariffs, whereas in the European Free Trade Area ("Outer Seven") the corresponding rise in British vehicle registrations was only 44 per cent., this figure including Finland, which country is associated with EFTA.

It is obvious, therefore, that any fall-off in trading between the United Kingdom and EFTA, which might follow our joining the Common Market (because of the abolition of preferential tariffs between the Outer Seven countries), would be relatively slight compared with the tremendous potential for increased commercial-vehicle sales within the E.E.C. which would result, particularly in France, Germany and Italy—markets which have always been difficult because of trade barriers.

The industry is prepared for this possible reduction of sales in EFTA countries, and to a certain extent our trade with the Commonwealth is viewed in a similar light: a few important manufacturers having viewed the Commonwealth as a shrinking market for British commercial vehicles for some time now, in any case, principally because many of these countries—and other overseas countries, which have in the past provided big outlets for our products—are concentrating more and more on establishing their own vehicle industries.

This being the case, British manufacturers are left with little alternative but to look to the European mainland as their best market, and although I have already quoted figures which show a promising gain in sales in the present Common Market area, this gain cannot be expected to continue indefinitely unless Britain joins the Market, duty-free trading between E.E.C. members being proposed take effect by 1966, although this could well happen earlier at the present rate.

This, then, is the crux of the matter in so far as it affects the British commercial-vehicle industry: our production and

*European Mainland Regarded by Many As The Place Where Most Expansion Can Take Place : Buoyant Hopes For The Future*

sales will undoubtedly rise if the U.K. joins the Common Market, but the state of the industry is likely to be parlous if we do not join, and under such circumstances many of our smaller manufacturers could be put out of business.

To emphasize this point, I cannot do better than quote Sir Henry Spurrier, chairman and managing director of Leyland Motors, Ltd., the champion heavy-vehicle exporters to Europe. Sir Henry told the *The Commercial Motor* that: "In so far as Leyland is concerned and our associated companies, we are of the opinion that the United Kingdom cannot afford *not* to belong to the Common Market, bearing in mind that it has a potential of some 200m. people and that it is an expanding and vigorous economy, which is likely to be equal to that of the United States of America."

Sir Henry added this proviso, however: "At the same time, we feel that prior to actually becoming a member of the Common Market, the British Government must be in a position to negotiate reasonable terms and that we must give full consideration to the long established profitable trading conditions which at present exist between this country and the Commonwealth countries and in which the commercial-vehicle industry in particular has been so successful.

"If we do not join the Common Market we feel that one of the biggest trading blocs in the world will be closed to us and that a great competitive stimulus will be removed from our industry, which we think in the long run will do it good. We must bear in mind," said Sir Henry "that many

Commonwealth countries today are gradually developing their own manufacturing industries, which, in the ultimate, must restrict the imports which they can accept from this country."

Admittedly, our joining the E.E.C. would throw the British market open to Continental manufacturers, but whilst this might provide the car and motorcycle industries with unwelcome and maybe even overwhelming competition in the domestic market, the commercial-vehicle manufacturers should have little to worry about, and they

NEW COMMERCIAL VEHICLE REGISTRATIONS  
E.E.C.

COUNTRY	REGISTRATIONS	1958	1960
Belgium and Luxembourg	Total	14,150	18,900
	British	1,845	2,950
France	Total	145,000	165,000
	British	22	460
Germany	Total	77,600	99,000
	British	24	14
Holland	Total	15,700	24,100
	British	3,200	5,200
Italy	Total	27,800	46,200
	British	—	30

EFTA

COUNTRY	REGISTRATIONS	1958	1960
Austria	Total	7,600	10,000
	British	124	576
Denmark	Total	16,780	25,000
	British	5,276	7,000
Finland	Total	8,000	17,400
	British	2,958	5,800
Norway	Total	9,400	11,150
	British	2,500	3,200
Portugal	Total	6,250	6,725
	British	2,369	2,226
Sweden	Total	13,800	14,900
	British	800	1,320
Switzerland	Total	4,700	6,650
	British	287	494

# and Waiting

by John F. Moon

A.M.I.R.T.E.

do not anticipate a really significant increase above the present import figure, which at the moment forms approximately 1 per cent. of the total sales in this country.

There are two main reasons for this apparent complacency. One is that our biggest-selling makes of commercial vehicle are of a far higher standard in respect of design at least—even if not always in terms of quality—than comparable Continental types. Indeed, there is a discernible Continental design trend towards producing British types of vehicle.

The other important factor is price, and here again our larger producers can under-sell their Continental competitors by appreciable margins when the basic prices—uninflated by duties and taxes—are directly compared, as will be the eventual case with the Common Market. A "low-cost" French diesel 4-tonner, for example, is priced in France about 60 per cent. higher than an equivalent British vehicle in Britain.

## Optimism Over Sales Prospects

These two reasons are also, of course, the basis for the industry's optimism concerning our sales prospects if we join the E.E.C. It seems fairly obvious that the greatest sales gains will be made in the medium- and heavy-capacity fields, although the prospects for passenger chassis are bright also. Exports to Europe of light vans might not swell to the same degree, however, because in France, Germany and Italy, indigenous  $\frac{1}{2}$ - and  $\frac{3}{4}$ -ton commercials—embodying private-car running units—provide a serious measure of competition for our own products of this type.

Significant, however, is that many British manufacturers will be prepared to buy rough or finished components for vehicles or engines from other Common Market concerns, providing quality and price are advantageous, although few seem to take kindly to the idea of co-operation with Continental vehicle manufacturers.

British trailer and semi-trailer design is gradually improving, so there is no cause for British exporters of this type of equipment to be unduly depressed about our prospects in the Common Market should we become members, whilst goods and passenger body manufacturers should be little affected either way, as the demand for bodies in this country will continue at the present rate, irrespective of the country of origin of the chassis on which these bodies are to be mounted, whilst specialized body manufacturers should be able to compete quite happily with their Continental opposite numbers.

Generally speaking, British manufacturers of components and accessories are as enthusiastic about the idea of our joining the Common Market as the vehicle manufacturers and those with any existing markets in Europe at all, feel that the picture could become very black if we did not join, whilst those without markets in Europe at present regard the possibility of our union with the

E.E.C. as a heaven-sent opportunity to compete with European producers on equal terms.

For the purposes of this survey I contacted seven British vehicle manufacturers and five component and accessory makers, whilst reactions were also sought from three Continental manufacturers. Unfortunately, it has not been possible to get a general statement on behalf of the industry from the Society of Motor Manufacturers and Traders, Ltd., who feel that the issue has taken on such a political complexion that a pronouncement cannot be made at this time.

However, I consider that the manufacturers' opinions which follow indicate the feeling throughout the industry, whilst at the same time giving an indication of how these manufacturers hope to tackle the scope for increased sales which our link with the E.E.C. would create.

## Vauxhall Motors, Ltd. (Bedford)

MORE Bedford vehicles are sold in Europe than any other British make of truck, sales to Common Market and EFTA countries last year totalling 2,789 and 5,438 units respectively—over 16 per cent. of the total exports of Bedford vehicles for that year, and about 28 per cent. of the total exports of British vehicles to the E.E.C. and EFTA.

Bedford sales in Europe are expanding still further: in the first five months of this year 45 per cent. of all new commercial vehicles sold in Denmark were Bedfords, as were approximately 25 per cent. of the new-vehicle sales in Holland, Norway, Portugal and Finland. These successes have taken place in the face of strong French and



... Bedford go in with a strong hand"—Mr. C. G. Tipper, O.B.E., export sales manager of Vauxhall Motors, Ltd.

German opposition and despite the unfavourable tariffs which British vehicles entering Common Market countries have to carry, so, to quote Mr. C. G. Tipper, Vauxhall's export manager, "Bedford go in with a strong hand." Vauxhalls sell commercial vehicles in all the E.E.C. and EFTA countries with the exception of Germany, German sales not having been developed yet because of lack of production capacity and because distribution in Germany is still providing a subject for considerable planning.

Whilst the demand for the latest Bedford models has far exceeded the supply, it is certain that Bedford sales will expand if Britain joins the Common Market, and Vauxhalls estimate that by 1965 their annual sales in the principal European countries will have risen by at least 10,000 above the present figure, assuming that Britain joins the Common Market within the next year or so.

All this requisite increased production will stem from Vauxhall's British plants, but in what condition the vehicles will be sent to Europe is at present open to some doubt.

Currently c.k.d. packs are sent from Dunstable to the G.M.C. plant at Antwerp, where Bedfords for the Benelux countries are assembled, and to the G.M.C. Copenhagen establishment, which supplies the Danish market.

For all other European sales, complete vehicles are sent from Dunstable, and whilst reduced tariffs should remove the need to use c.k.d. packs, if labour rates in Belgium stay low the present system might be continued—at any rate until the Antwerp plant reaches the limits of its capacity.

Vauxhall's regard their greatest potentials for Bedford vehicles as being in France, Germany and Italy, and expect to make major gains in these rapidly growing markets. These increases will mainly deal with medium-capacity diesel trucks, sales of light vans not being expected to rise to the same degree on account of locally produced vehicles of similar type.

It is expected that the existing Bedford dealer network in Europe, which is led by G.M.C. organizations in seven countries, will have to be expanded, but this is not viewed as being likely to cause too many difficulties. Neither is it intended to develop any new designs specifically for Europe—after all, the success of existing designs shows that Vauxhall's are already tuned to European lines of thought.

A fall-off in sales of Bedford vehicles in non-European territories is regarded by Vauxhall's as inevitable, irrespective of whether Britain joins the Common Market or not, partly because so many countries are setting up their own vehicle industries, whilst Japan—whose output is second only to the U.S.A.—is now providing very fierce competition in Asia and Australasia. Vauxhall's have found that sales of Bedford vehicles in the Commonwealth have been showing a distinct decrease of late, so they regard Europe as being their most important market in future years—a market which Continental makers will find Vauxhall's tackling with increased vigour.

#### The Leyland Group

##### (Leyland, Albion, Scammell and Standard-Triumph)

"IT will mean hard work, but nevertheless a welcome chance to expand an already thriving export market." That is what the prospect of Britain entering the Common Market means to the Leyland group, who not only have extensive production facilities in Great Britain, but manufacturing arrangements in several Continental territories also.

Sir Henry Spurrier, told me: "The Leyland Group of companies is well established in the Commonwealth and we do not wish to lose the strong position which we have built up in those territories in many years. At the same time, however, we realize that we must adapt ourselves to a changing world, and we readily accept the challenge offered by the European Common Market as we are convinced that, given equal opportunities, our company can compete with any European manufacturer in existence today."

"At the present moment, we are already well established in Belgium and Holland, and look forward to the opportunities offered by being able to expand in France, Germany and Italy."

In the Common Market Leyland products are sold in appreciable numbers in Belgium and Holland, whilst small but significant penetration has been made into Germany, though mainly with industrial power units. So far as EFTA is concerned, Leyland group products sell in all countries.

Because of these existing markets Leyland have developed manufacturing facilities in Belgium and Holland, the more important centre being in Belgium, where the Brossel plant

could manufacture sufficient chassis to meet the needs of Benelux and northern France. Brossel production can be increased by reducing the number of components which Brossel themselves have to manufacture and using instead, parts made in either Britain or other Common Market countries.

Assuming that some of the EFTA countries will join the Common Market if Britain decides to, Leyland's position is further strengthened by their ownership of D.A.B., Denmark, a company which, although basically body manufacturers, could build Leyland group chassis, if necessary.

Leyland do not pretend that new designs may not be necessary, and example the Brossel Europ and the latest Pegaso ranges as current instances of this trend. The Leyland group is fully prepared to tailor its designs to suit European requirements therefore.



"... we readily accept the challenge offered by the European Common Market . . ."—Sir Henry Spurrier, chairman and managing director of Leyland Motors, Ltd.



It is not felt that Leyland will have to follow the lead of certain important French, German and Italian manufacturers, who have banded together to provide combined servicing facilities throughout Europe. Accordingly, they have already started to reorganize their sales and service network and intend to remain independent of other manufacturers when the time comes for expansion.

Leyland anticipate increasing demand in Europe for articulated outfits and feel that medium-duty six-wheelers—such as the Albion Reiver—could well become popular if general agreement is reached as to a Continent-wide set of vehicle-construction regulations, which could well limit four-wheelers to about 14 tons gross solo weight. They do not regard competition in Britain from Continental manufacturers as being a particular menace.

#### The British Motor Corporation

WHEN I asked Mr. J. F. Bramley, B.M.C.'s export sales director, how he viewed the prospect of Britain joining the Common Market he gave a cautious reply: "We support the idea of the Common Market in the widest possible sense, but the Government should not place us in the position of losing established markets and having to make up the lost volume in the highly competitive European area." Although B.M.C. sell commercial vehicles successfully in all Common Market and EFTA countries, Mr. Bramley was quick to point out that B.M.C.'s European policy is a combined one for both cars and commercial vehicles.

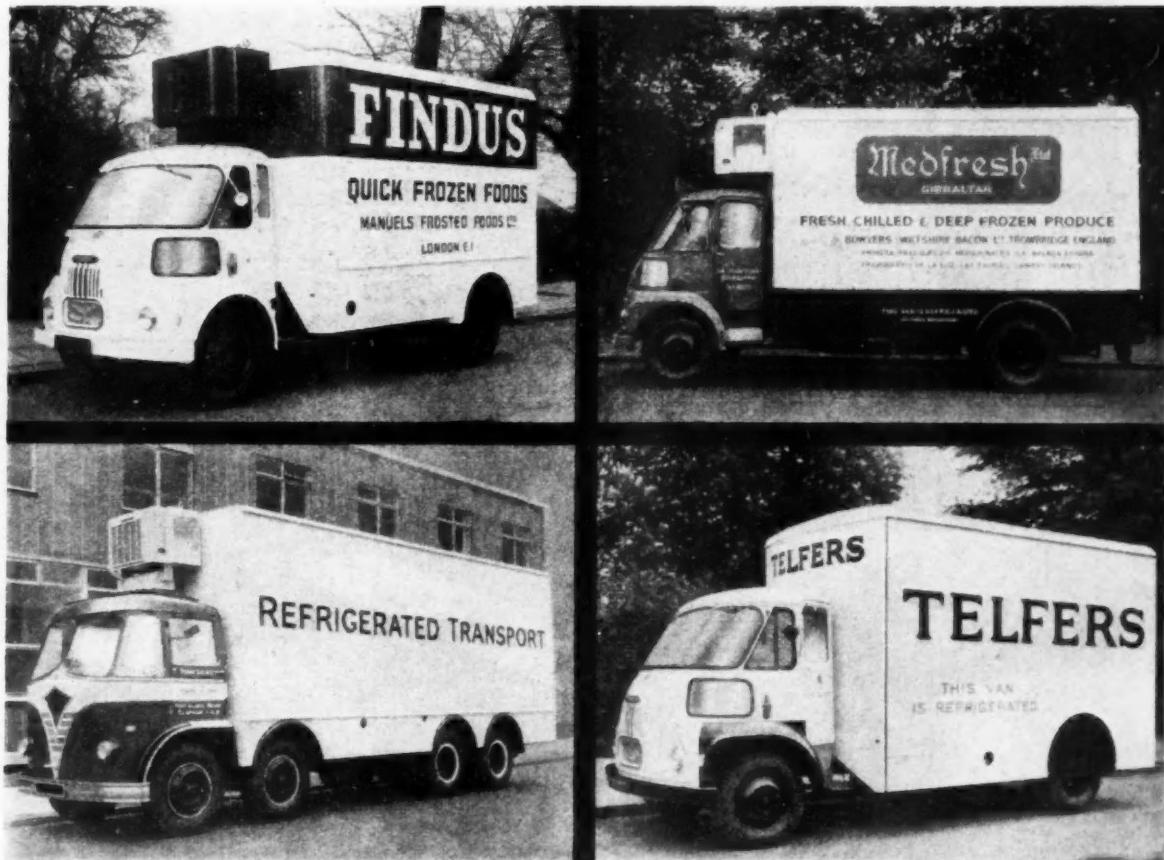
Mr. Bramley said that, whilst he felt we should be in the Common Market, Commonwealth trading problems caused some concern. At present a slightly higher percentage of B.M.C.'s commercial-vehicle sales went to EFTA as opposed to the Common Market, although the combined sales in both areas, whilst expanding rapidly, were small

*(Continued on page 115)*

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# Bedford's all-new

**Right from the wheels up designed**



The Duple "Bella Vista"  
29-str. luxury coach  
for the Bedford VAS



The Plaxton "Embassy"  
29-str. luxury coach  
for the Bedford VAS



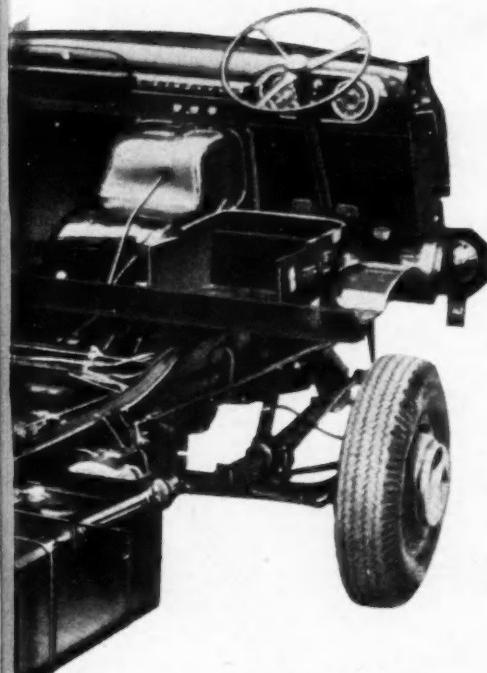
Bedford VAS chassis with petrol engine £850  
with diesel engine £1,035

**You see them everywhere...Better buy**

# 29/30 str. chassis

**for passengers, built for passengers**

**...to meet the  
demands of  
operators  
everywhere**



- ★ 214 cu. in. 100 b.h.p. petrol or 300 cu. in. 97 b.h.p. diesel engine.
- ★ Air pressure servo-assisted brakes for diesel model, suspended vacuum servo for petrol model.
- ★ 16" wheels and tyres for low floor height and low centre of gravity.
- ★ Built from the wheels up as a passenger chassis.

This new Bedford VAS has been conceived as a medium-sized model for 29/30 seater coaches or 30/31 seater buses.

In large fleets the VAS is designed to work together with its big brother—the famous SB 41-seater. It helps to bring balance to the fleet by providing economical transportation for smaller parties. It is excellent for rural services and for school bus work. With handy overall dimensions—length 24 ft., and width 8 ft. or 7 ft. 6 in.—it is an ideal model for tours off the beaten track.

In every way the VAS is a *luxury coach chassis. Superlative suspension*, in the best Bedford tradition, made possible by long, wide extra supple springs and double-acting hydraulic shock absorbers. *An extra low loading line* results from the combination of 16 inch wheels and tyres with a low flat frame; centre of gravity is lowered, cornering and stability vastly improved.

The VAS is backed by Bedford's 30 years of experience in the passenger vehicle field. Low in initial cost, low in running costs, and low in tyre costs, it will prove a real money spinner for the discerning operator. Your Bedford dealer will gladly provide full details and literature.

# BEDFORD

# THE HIGHWAY TYRE WITHOUT EQUAL

# Firestone

## CROSS-BAR

(SUPER MILEAGE TRANSPORT)

**extra tread  
drive-wheel tyre**

**Study these reasons WHY this is  
THE tyre for Highway Service**

**WIDE CENTRE RIDING STRIP**—more rubber in contact with road surface giving longer wear.

**WIDE, FLAT TREAD**—spreads the load evenly and helps longer life.

**CROSS BARS FIRMLY ANCHORED** to prevent distortion and wiping.

**EXTRA DEEP NON-SKID PATTERN** and thick heavy tread base for longer mileage.

**COOL RUNNING** because spaces between cross bars allow free air circulation.

**CARCASS** of Safety-Tensioned, Gum-Dipped Rayon Cord.

**STRONG BEAD FOUNDATION** eliminates excess chafing and flexing.

**NON-SKID SAFETY** under all highway conditions.



**Firestone CROSS-BAR** (Super Mileage Transport)

B20



compared with total exports, and Common Market trade was a small proportion of that with the Commonwealth.

B.M.C. expect to expand sales in Europe, and recognize that the rapidly expanding market in Europe offers considerable scope should Britain join the E.E.C. The increased production needed to cope with expansion in Europe will be provided by the new Bathgate factory, the eventual production capacity of which will be in the region of 2,000 trucks a week.



**"... the Government should not place us in the position of losing established markets..."**

—Mr. J. F. Bramley,  
export sales director of  
the British Motor Cor-  
poration.



B.M.C. do not anticipate having to change the designs of their commercial-vehicle ranges to suit European conditions, as they say the designs are formulated for much more arduous use than prevails in the Common Market in any case. Any future chassis and cab developments for all world markets would benefit European users.

British manufacturers would have an added incentive to enter into assembly or manufacturing agreements if we fail to join the E.E.C., but joining would not preclude such arrangements where they were on an economic basis.

Sales and service should present no problems, as B.M.C. have a growing but flexible network of distributors and dealers throughout Europe, with new headquarters being established in Geneva.

#### The Rootes Group

NEARLY £4m. worth of commercial vehicles were sold by the Rootes Group in Europe last year, the European market accounting for 23 per cent. of all the Group's exports. Of this total 11 per cent. of the sales were made in Common Market countries, whilst for the first six months of this year the figure has risen to 15 per cent., Benelux being the biggest customer.



**"... plenty of opportunity for increased sales in Common Market countries..." — The Hon. Brian Rootes, managing director of Rootes, Ltd.**



The Hon. B. G. Rootes, managing director of Rootes, Ltd., told me that our joining the Common Market would provide plenty of opportunity for increased sales in the Common Market countries and would lead to increased production in Rootes factories in Britain. Mr. Rootes felt

that whether the other EFTA countries joined the Common Market or not, sales of Rootes commercial vehicles in those countries would not rise to the same extent as they would in the Common Market area, the rapid rise in the standard of living in the E.E.C. countries being responsible for this.

Mr. Rootes added that there could well be a 400 per cent. increase in European commercial-vehicle requirement within the foreseeable future. He warned that should British labour costs rise too sharply, imports of Continental light and medium vehicles could well form a threat in Britain, explaining this by saying that Continental manufacturers usually worked to a larger profit margin than British companies, enabling them to absorb wage increases more readily.

Designs might have to be changed, said Mr. Rootes, particularly if common vehicle-construction regulations for the whole of Europe come into being. Even so, he pointed out that Europe formed less than a quarter of Rootes' exports, so designs would not be changed at the expense of other markets unless these other markets decreased in importance in the meantime.

Being already well established in Europe, with associate companies in Belgium, France, Germany, Italy, Sweden and Switzerland, the Rootes group is now concerned with the long-term process of building up really efficient dealer and service organizations.

#### A.E.C., Ltd.

IN the event of Britain joining the Common Market, A.E.C., Ltd., would cease to assemble vehicles in Belgium and Holland, being of the opinion that it would be cheaper for them to ship built-up chassis from Southall to Europe. This would lead to a considerable increase in Southall production because A.E.C., in common with most heavy-vehicle manufacturers, view the prospect of our joining the Common Market with relish, and feel that France, Germany and Italy are markets which provide tremendous scope for the sales of A.E.C. heavy vehicles.

At the same time, however, a senior export official expressed the feeling that they could expect some competition in Great Britain from the principal Continental manufacturers.

A.E.C.'s main territories in the Common Market area are the Benelux countries, and they are particularly well established in Belgium and Holland. Should Britain join the Common Market, the Belgium company would act as the marketing hub, whilst the Dutch concern—Verheul—would continue to manufacture passenger and specialist vehicles.

Regarding service, A.E.C. will concentrate on finding top-quality distributors for their products in France, Germany and Italy, and if these cannot be found they are prepared to buy-up existing concerns. France is viewed with particular importance, as even small penetration into this market would have appreciable financial and prestige value.

Should other EFTA countries join the Common Market if we do, A.E.C. anticipate that Swedish manufacturers will provide their greatest competition within the present EFTA area, except possibly in Portugal, where A.E.C. sales are high already.

It is not expected that radically new designs will need to be evolved to meet future eventualities. Thus the A.E.C. plan is fairly straightforward: concentration of production at Southall, increased output and consolidation of existing Continental centres.

#### The Ford Motor Co., Ltd.

OFFICIALS were not prepared to issue a statement with regard to the current Common Market negotiations.

### Seddon Diesel Vehicles, Ltd.

**I**N the opinion of Mr. H. Redmond, joint managing director of Seddon Diesel Vehicles, Ltd., our joining the Common Market should be "a good thing" in the long run, particularly as British manufacturers can match Continental makers on price. However, Europe could not be divorced from existing and potential Commonwealth markets, and provided sales in these markets did not fall off, our joining could only lead to increased sales and production.

To cope with this, Seddon's would expand their existing assembly facilities in Belgium and Holland and would make as much use as possible of low-cost labour in these countries to assemble their vehicles. Costs would be the key.

Mr. Redmond told me that he felt the major problem would arise if we did *not* join the E.E.C., in which case all Seddon's existing European markets would harden against them.

### The Perkins Group

**T**HE managing director of F. Perkins, Ltd., Mr. M. I. Prichard, welcomes enthusiastically the idea of Britain joining the Common Market and anticipates a noticeable increase in production and sales following this move, plans already being afoot to expand the current Peterborough production by 50 per cent.

Perkins, who sell engines in all the Common Market countries—although no automotive units as yet in Germany—are fortunate in having a well-established base in the Common Market, this being their engine-production plants in Paris. Should we join the E.E.C., therefore, production will be rationalized between Peterborough and Paris, so that eventually all of some types of engines will be made in France, with production of other types emanating solely from Peterborough, where daily production will shortly reach a figure of 1,500 units.



"... can only result in increased sales . . ."—  
Mr. M. I. Prichard,  
M.C., managing director  
of F. Perkins, Ltd.



Mr. Prichard dismissed fears of competition from Continental-manufactured engines inside the United Kingdom, other than a very limited call for specialized units. With regard to competition from existing manufacturers in the Common Market, he felt that our joining the Market would definitely make this competition more fair and can only result in increased sales, as Perkins engines sell successfully now despite tariff impositions.

There will be need to revise and modify existing Perkins designs to suit Continental conditions, and such plans are already in hand, a turbocharged version of the Six 354 unit being scheduled for production next year.

After-sales service in Europe will be handled by existing and potential Perkins-owned companies, to whom supplies would be sent direct from the manufacturers.

The existing Perkins market in E.E.C. countries is large, 1960 sales totalling £5½m., with a further £1½m. of sales

£22

into EFTA. Although only a small percentage of these engines were automotive, the numbers involved are significant from the prestige angle and will form a firm foundation for future automotive engine sales in the areas concerned.

### The Dunlop Rubber Company

**A**SSUMING a continuation in the present rate of growth of the potential market in Europe, Dunlop feel that it would definitely be to their advantage if Britain joins the E.E.C. and, anticipating this development, have carried out thorough investigations into the present and potential tyre-trading positions in Common Market countries.

They are not complacent about the future, however: in the words of their managing director, Mr. Reay Geddes, the Common Market "does not bring growth, but brings the opportunity for growth." Already Dunlop tyres are sold throughout the Common Market and EFTA, and the company does not foresee any reduction in home-market sales being occasioned by increased imports of foreign tyres.

To sum up the Dunlop position, therefore, it is obvious that they are already in a strong position to deal with whatever increased trade may result (there are several Dunlop factories in France and Germany), but design and production problems will continue until standardization permits an appreciable reduction in the number of different types of tyre at present required. Even so, "variety of problems means variety of opportunity," to quote the recent words of Mr. T. E. Peppercorn, Dunlop's overseas director.

### The Lucas Group

(C.A.V., Girling, Lucas and Rotax)

**I**F the Common Market means a continual growth of business in vehicles and components, we intend to have our share." This was the reaction of a sales director of the Lucas group when discussing the possibility of Britain joining the E.E.C. He added that they would welcome the competition—both in Britain and on the Continent—and said that it would "keep us on our toes." Whilst they could expect to lose some business in the United Kingdom they would gain more than this on the Continent.

The Lucas group is well placed tactically to deal with a European sales battle, a central exporting group—Joseph Lucas (Export), Ltd.—having been formed in 1950, to handle the group's overseas sales and service. A chain of agents now exists throughout Europe, and the group is supplying original equipment to vehicle manufacturers in France, Holland and Italy in the Common Market, and Austria, Finland and Sweden in EFTA.

Service replacement parts are sold in all European countries—in fact, wherever British vehicles with Lucas group equipment are operating. This is the pointer: much of Lucas' trade depends on how many British vehicles are sold abroad at present, although there are big plans to expand their original-equipment market.

Regarding competition from Continental parts entering the U.K., Mr. E. W. Spracklen, director and general manager of Joseph Lucas (Export), Ltd., told me that any reduction in the British import duty on fuel-injection parts could lead to an influx of such components, but that the same thing would apply to British products on the Continent.

If Britain does not join the E.E.C., the group may decide to build more factories in Europe, in addition to the future Girling plant in Germany and the existing Roto-Diesel factory in France.

As only 8 or 9 per cent. of the group's export business is in the Common Market, they would not be in favour of our joining if it were at the expense of their other overseas

markets. Nevertheless, they feel that the potential market on the Continent is vast, and would not be slow to take advantage of the possibilities offered.

#### The Guest Keen and Nettlefolds Group

**A**N export official from this group told me that there is little doubt that G.K.N.'s European trading position would suffer if we did not join the Common Market. Already there was a discernible trend away from G.K.N. in favour of cheaper commodities purchasable within the framework of the Market.

Our joining the E.E.C. would arrest this trend, enable existing outlets to be consolidated, and give the opportunity for general expansion throughout the whole of Europe. They are therefore all in favour of our joining the Common Market.

#### Laystall Engineering Co., Ltd.

**A**LTHOUGH this concern, which manufactures Laystall Cromard cylinder liners and all types of crankshaft, do not at present sell direct to engine manufacturers in the Common Market, discussions are under way with a view to having these products made under licence in France and Germany.

The company viewpoint is that the reduced tariffs which would follow our joining the Market will remove one possible objection to Continental manufacturers buying from Laystall, so our joining cannot help but lead to more fair competition and the chance of establishing a European market for original equipment.

#### Scania-Vabis (Sweden)

**T**HE export sales manager of A.B. Scania-Vabis, Mr. Gunnar Samzelius, told *The Commercial Motor*: "We still hope for an agreement between EFTA and the E.E.C.,

but regard the official British declarations at the latest EFTA meeting as otherwise. We expect, however, that Britain will not take separate action, but will negotiate in full co-operation with other EFTA members."

#### D.A.F. (Holland)

**T**HE commercial adviser to D.A.F. gave the following views when questioned about his company's reactions to the possibility of Britain joining the Common Market:

"As a member of the Common Market, Britain will find an immediate improvement in the possibilities for her motor industry in Holland . . . whilst the Dutch motor industry will have to establish itself gradually in the United Kingdom. We are convinced that Britain's joining the Common Market will mean a sharp increase in the sales of British goods, and especially motor vehicles, in Holland." He went on to say that there was already a notable increase in the mutual trade between the present member countries.

"Should Britain decide to join she will be welcomed as a strong and equal partner . . . Britain must then naturally accept the fact that European firms, and especially the European motor industry, will do everything they can to obtain a firm footing in the British domestic market." This would involve a considerable amount of time and effort but, "The Continental motor industry will certainly exert itself to the utmost, all the more so as conditions will then be the same for everyone."

#### M.A.N. (Germany)

**T**HE only comment Dipl.-Ing. Otto Meyer, M.A.N. vehicle export manager, was prepared to make on this subject was: "The Dutch D.A.F. concern have managed to sell 500 units in Germany within 18 months."

I think this is sufficient indication that the German commercial-vehicle industry is prepared for trouble should Britain join the E.E.C.

### London's Bus Travellers Switch to Rail

**M**ORE people than ever before are coming into Central London by public transport in the rush-hours, but more of them are travelling by rail. Census figures issued by London Transport this week, based on a survey taken last November, show that 1,187,700 passengers—nearly 27,000 more than a year before—enter the West End and City in the morning peak hours by public transport. This is a rise of 2 per cent.

#### Fewer Passengers

Bus services, hit by traffic congestion, staff shortage and by more private cars on the road, have continued to carry fewer people to and from the central area and the number of passengers in the morning peak has dropped by nearly 7,000 to 215,600 and in the evening by about 6,000 to 179,500. This loss of rush-hour passengers on the bus services, however, is more than compensated by the increased traffic on the Underground and British Railways.

#### Busier Peaks

The census also shows that the peaks are even busier. Between 8.45 a.m. and 9 a.m. 181,500 people enter central London, 7,700 more than in the previous year. In the evening 192,400 passengers leave between 5.30 p.m. and 5.45 p.m.—a jump of 4,600 over 1959.

A pointer towards further staggered

hours with, perhaps, a reduction in the working day for many people is shown by the fact that while homeward traffic has increased between 4.30 p.m. and 5.0 p.m. by 6,400, it has decreased between 5.45 p.m. and 6.15 p.m. by 4,500.

A London Transport spokesman commented: "Despite the overall increase in peak traffic, it is fairly well spread out and the staggering of hours campaign has helped ease the problem."



This fully insulated van body was built for L. Jarrett and Sons by Oldland Motor Body Builders, Ltd., on a Dodge 3165AZ, 8-ton chassis. Two Flettner rotary ventilators are fitted in the roof and the body sides have been made sufficiently strong to carry 10 load bearing transverse rails.

#### I.O.T. Exam Courses

**T**HE City of London College, Moorgate, E.C.2, is again this year to hold classes for students taking the Institute of Transport examination courses. Enrolment may be made on September 15, from 10 a.m. to 4 p.m. (for last year's students wishing to enrol or completing courses), on September 18 from 5 to 7.30 p.m. (for last year's students—any course) and on September 19 and 20.

# Hoist Loaded Container



(Above) The 22,000-sq.-ft. warehouse at Shirley is equipped with powered roller-conveyors for the handling of all incoming and outgoing packages. (Below) The marshalling area at the end of the conveyor system showing the ball top table and gravity conveyors.

*Large Grocery Distributor in Midlands Finds that Employing Light-alloy Demountable Containers has Reduced the Number of Prime Movers Required by Two-thirds. Extensive Use of Conveyor Systems has Cut Handling and Distribution Costs to a Minimum*

by P. A. C. Brockington, A.M.I.Mech.E.

**B**Y using 14 prime movers in conjunction with 21 demountable container bodies, Allied Suppliers (Transport), Ltd., of Shirley, Solihull, Warwickshire, provide a groceries and provision service to 250 retail premises in the Midlands area with two-thirds the number of prime movers that would be required if conventional rigid vehicles were employed. A similar system of transport is used for deliveries from the Harringay and Nottingham depots of the group and will eventually be applied to the entire transport organization of Allied Suppliers, Ltd., the parent company, whose nationwide assets include over 3,000 retail branches.

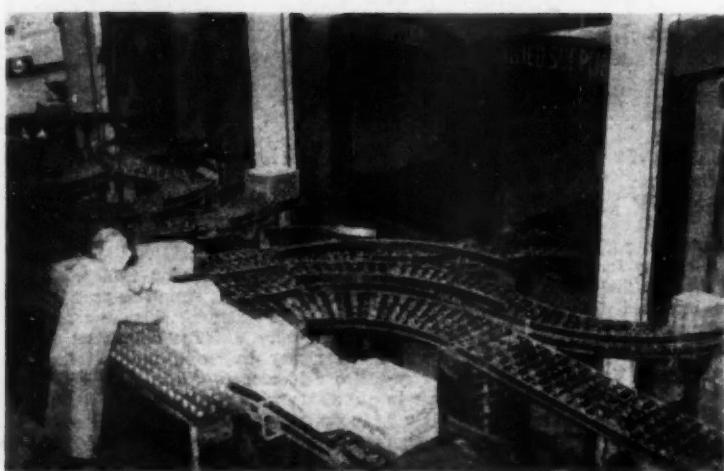
Allied Suppliers (Transport), Ltd., are responsible for the distribution to the national companies of Home and Colonial, Lipton, Maypole and Pearks. Goods are dispatched to Shirley from the Harringay depot, from factories in the group and from manufacturers outside the group, a substantial proportion of the total being carried in contractors' vehicles.

The layout of the 22,000-sq.-ft. warehouse of the Shirley depot (which has been in operation for three years) is based on the use of powered roller-conveyors supplied by the Manufacturers Equipment Co., Ltd., of Hull, for all internal movements of incoming and outgoing packages, which reduces handling to a minimum. The successful application of such a system must depend upon the availability of a site which would enable a warehouse to be erected giving adequate floor area, and it is notable that the existing site will allow for an increase of 100 per cent. in depot space at the same floor level.

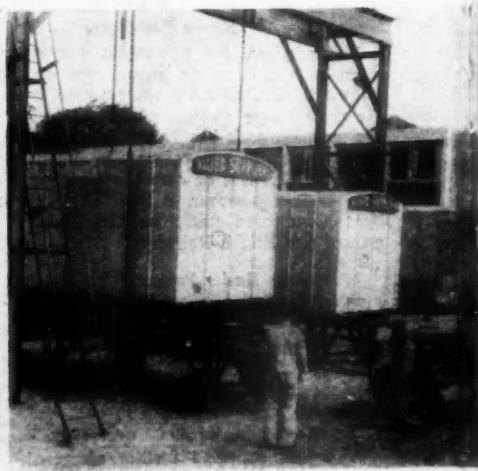
In the existing depot, loading and unloading are carried out on the same side of the building, whereas, if the depot is extended, goods will be loaded at one end and unloaded at the opposite end of the building, thereby reducing the movement of goods within the depot. It is notable, however, that the powered roller-conveyor makes light work of repeat handling, one of its main advantages being that it eliminates the need for gangways in the main section of the warehouse.

Each container is of light-alloy construction and weighs approximately 13 cwt. They have a capacity of 650 cu. ft. and are designed for a maximum payload of 6 tons. Equipped with roller shutters at the rear and on both sides, the containers have Perspex panels in the roof for lighting purposes.

Fitted with four steel-lined timber-packed mounting runners, the base of the container is located on two pairs of angle-section chassis longitudinals and is held in



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# Cut Distribution Costs



*Mr. S. G. Rushton, the depot transport manager.*

position by four hooks with threaded bolt sections, which are tensioned manually by a wing-type lever and are of the quick-release type. Using a direct-mounted skeleton sub-frame of light-alloy saves weight and cost, compared with mounting a container on a platform body; it also provides a lower floor height and offers the added advantage of easy access to the chassis running gear when the body is removed.

The manufacturers of these containers include Duramin Engineering Co., Ltd., King and Taylor, Ltd., and the Metropolitan-Cammell Carriage and Wagon Co., Ltd. All the containers are interchangeable, and this applies to a number of light-alloy platform bodies used for short-distance work for the carriage of special loads.

Initially, the containers are mounted on four-wheeled solid-tyred trolleys, made by B. C. Barton and Co., Ltd., of Tipton, which are hauled by a Nuffield Universal Three industrial tractor. The bodies are transferred from the trolleys to the prime movers by a Patterson-Hughes 7½-ton electrically operated gantry hoist with traversing gear, which can span three vehicles. An empty container can be unloaded from a prime mover onto a trolley, and a full container mounted on the prime mover in a few minutes by one operator helped by the tractor driver.

Careful consideration was originally given to the use of articulated trailers, in place of container-carrying vehicles, but it was considered that the latter promised the greatest advantages. A load of around 6 tons is normal for a delivery run and the higher payload potential of a semi-trailer could not have been exploited. The cost of 21 van-trailers would have exceeded the cost of the containers and auxiliary equipment (including the gantry hoist) by a substantial margin, and manœuvrability in the warehouse would have been sacrificed. Moreover, the drivers prefer rigid vehicles to the articulated type.

Apart from minor modifications to obviate frosting-up troubles in winter the hoist has operated satisfactorily with the minimum of maintenance. It occupies a relatively small space and the fact that it often handles up to 60 containers in a day, more quickly than could be achieved by any other method, is compensation for its capital cost.

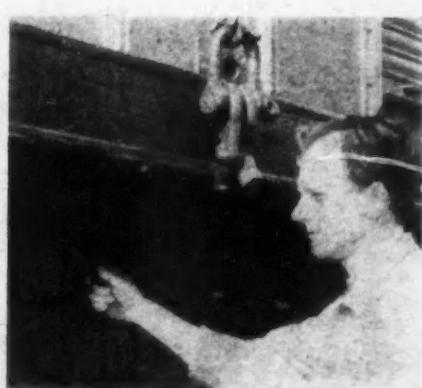
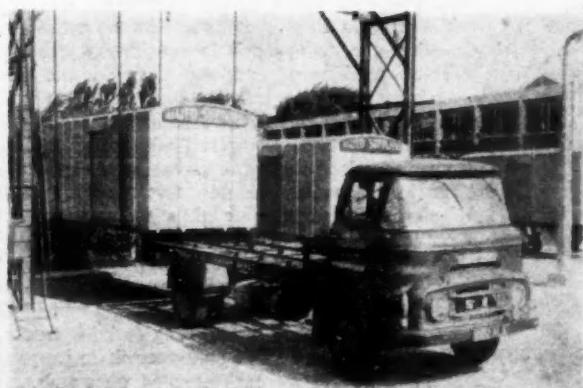
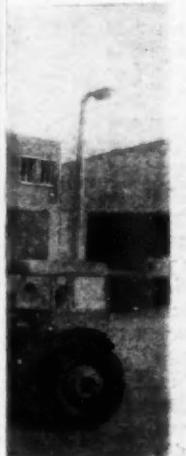
#### Lifted by Four Slings

A container is lifted by four slings equipped with attachment pins, which are inserted into circular slots in the base-frame. These pins are initially located in the slots with the eye sections horizontal, and when tension is applied to the slings, the pins are rotated through 90° and automatically locked in position by a projecting flange. The hoist is controlled by a pendant switch panel.

Because Fridays and Saturdays are the busiest shopping days, deliveries are mainly carried out from Mondays to Thursdays. In spite of this concentration of traffic, however, and the time occupied for multiple drops, the vehicles average over 20,000 miles a year. A vehicle may be used for a number of loads in a day (in a radius of 20 miles) and a quick turnaround at the depot is essential to full vehicle utilization. Over 200,000 packages a month are received and dispatched at the depot.

In addition to the delivery service, 10 night-collection runs are made weekly to the Harringay depot, using the M1 in every case. This saves valuable time compared with the A5 route, and the average speed on the motorway is about 40 m.p.h. The drivers also welcome the relative ease with which the run can be completed. Apart from the periodic use of the vehicles by the night drivers, each driver is allocated to the same vehicle indefinitely.

The Harringay and Nottingham depots are also equipped with a hoist, and no time is wasted in exchanging an



*(Left) Initially, the containers are mounted on four-wheeled solid-tyred trolleys and hauled by a Nuffield industrial tractor to an electrically-operated gantry hoist with traversing gear. The hoist lifts the container, the trolley is removed and (centre) the prime mover is reversed under to receive a full container. (Right) A detail of the attachment pins.*

empty container for a full one. The advantage of using pre-loaded containers is that a round trip to Birmingham can be completed in an 11-hour day, thus avoiding the need for the driver to be away from home overnight.

All the prime movers are Austin forward-control 5-tonners powered by 5.1-litre diesel engines. Each cab is fitted with a heater and demister, a fully adjustable driver's seat, twin mirrors and a foglight. Dunlop RB.6 8.25 × 20, steel-corded tyres are employed throughout, and drivers report favourably on the improved road-holding characteristics. Wear records give promise of increased mileage life.

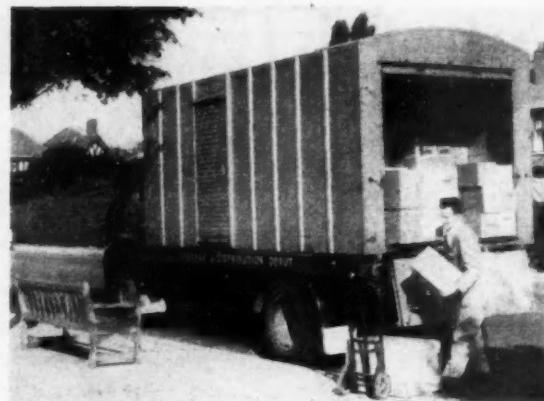
Current experiments include the use of B.P. Energol DD20 lubricating oil treated with Molykote, a molybdenum disulphide preparation, manufactured by AFSA, Ltd., 25 Victoria Street, London, S.W.1. Used in the engines of seven vehicles, Molykote has improved fuel consumption, and a reduced rate of wear is also claimed.

Routine maintenance and greasing are performed every week at the depot on Friday and Saturday, and lubricating oil is changed at 3,000-mile intervals. Every vehicle is given a daily wash with a Dawson side-washing machine supplied by Drummond Asquith, Ltd. No spare wheels are carried, assistance in the event of tyre trouble being given by the National Tyre Service.

Vehicle-replacement policy is based on a working life of five years and it is not expected that a major overhaul of engines or other chassis components will be required in this time. A spare cylinder head is kept in stock and head replacements are made "as required." In the event of engine dismantling, or replacement of a major assembly being necessary, the work will be undertaken by local Austin distributors.

"Main orders" are received from the retailing companies on Thursday of each week, and a start is made early on Friday morning with assembling packages in the warehouse in readiness for vehicle loading, which continues to the Tuesday of the following week. Supplementary orders arrive at the depot on Tuesday morning for delivery over the following two days. The vehicles operate on scheduled runs, each branch being visited twice in the four days.

The depot is divided into a number of sections, of which reserve stock area comprises about 75 per cent. of the total floor space, and is served by three lines of powered rollers. Directly overlooked by the depot manager's office, the pre-assembly bay is used for all



*Unloading groceries for Pearks Dairies, Ltd., at Tile Hill, Coventry.*

packages in the broken-down bulk category destined for immediate dispatch, whilst the ex-Harringay bay (in which broken-down bulk packages are also dealt with) occupies the space between the pre-assembly area and the far leg of the reserve-stock section.

Parallel with the main section, the labelled-traffic area is used for packages from the various companies of the group, and/or from suppliers, for direct delivery to specified branches, the packages being segregated into 14 groups, corresponding to the delivery areas.

On the dispatch bay side of the pre-assembly area, a ball-top table is used for loading six vehicles at one time, curved sections of conventional skate-wheel conveyors being employed to feed the vehicles. Each vehicle is loaded by three men, comprising a stacker, a checker and a warehouseman or porter, assisted by two operators on the ball-top table. Each package is marked with a different coloured chalk by the individual checker.

Only the checker is provided with a set of notes covering the consignment; the sole responsibility of the stacker is to load the packages in the order received. After all the packages have been loaded, the stacker counts the number of packages to ensure that the total is equal to that given in the checker's note. The shutters of the container are then locked and the keys handed to the driver.

Facilities are provided for unloading two vehicles at one time direct on to a platform adjacent to the leading section of the powered roller-conveyor line. A Rapistan Stevedore electrically operated conveyor-elevator can be used for loading or unloading an extra vehicle. Arranged in the form of a rectangle, with a central longitudinal section, the conveyor is in continual operation during a typical working day and can cater for the movement of packages weighing from 1 lb. up to 2½ cwt. Guide rails at the corners can be used to deflect packages from one conveyor section to another, and the system can also be reversed. Each section is driven by a separate motor and can be stopped individually for inspection or repairs. A faulty roller is renewable whilst the conveyor is operating.

Packages are stacked up to about 10 ft. high manually, the warehousemen arranging groups of packages to provide steps to the main stack. Because manual handling and stacking are part of the sorting process and single consignments are relatively small, using fork-lift trucks would be impracticable and this would necessitate gangways.

Skate-type conveyors, mounted on stands, are used in the labelled-traffic section and in the pre-assembly bay. A conveyor section of this type is also employed for unloading packages from the front of multi-wheeled vehicles.



*Each day, vehicles returning to the Shirley depot drive through this Dawson side-washing machine.*

# Power Strength Economy



**The best  
balanced  
specification  
in the  
business ...**

Rugged, high-torque Bedford diesel power unit . . . 4 or 5 speed gearbox . . . single or two-speed axle . . . 10 in. deep frame . . . air-pressure servo-assisted braking . . . plus the wonderful TK cab-ahead-of-engine design giving superb vision . . . easier access . . . simplified maintenance. 6 cubic yard capacity, gross vehicle weights up to 25,000 lb. The modern tipper for modern conditions.

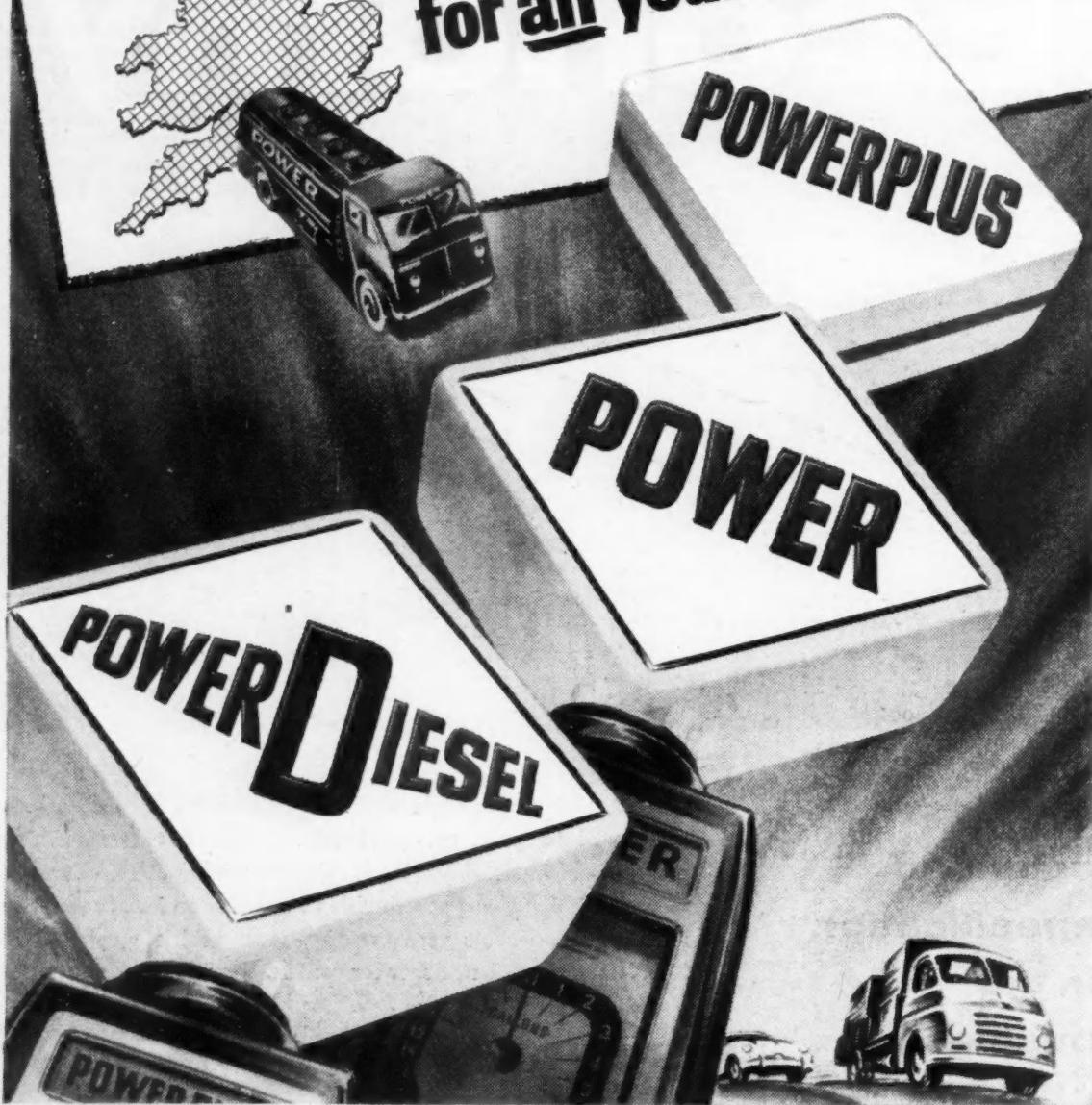
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# The Common Market from the Other Side

I HAVE been following with great interest the series of articles you have been publishing on the many aspects affecting road transport consequent upon Britain joining the Common Market. Personally, I feel that the battle as to whether the U.K. joins or not is all over bar the shouting and, being closely connected with road transport on the Continent, I can perhaps view the matter "from the other side of the fence," so to speak.

International transport co-ordination has always been considered an essential part of the development of a united Europe by Common Market signatories, and it is hardly likely that Britain will be excused from the large-scale levelling process applied, or to be applied, to transport in the group. It is certain that at least an attempt would be made to force publication of rates and conditions of carriage. It is true that there has, as yet, not even been any success in introducing this to the original Market set-up, both Holland and Italy having opposed all attempts—the former country as being contrary to its national laws.

However, a compromise might be worked out on the basis of fixed rates with plus-minus margins of 10 per cent., and this or some similar recommendation will probably be accepted in time, simply because no real transport co-ordination of the comprehensive type planned by Treaty of Rome countries would be possible without it. Some European countries—the main one among them Federal Germany—already have "open" rates as the result of national legislation and refuse to countenance competition within their own borders. The supra-national Common Market Commission has frequently made it clear that publication is a *sine qua non* in its eyes. The entry into the Market of the U.K., Eire, Denmark, Norway (and anyone else who might apply) would hardly alter these standpoints.

## Continental Operators Here

Further, we should have to be prepared for a future in which German and French operators, for example, undertake not only international but even purely national operations within the United Kingdom. A similar state of affairs is already planned for the "Little Six" area by 1967. The date of the U.K. being brought into this scheme may be later than that, owing to organizational difficulties, but the starting of it at some time or another seems only logical if it is to become a full member of the bloc.

This would mean a drastic review of British licensing law, "transport discrimination" being forbidden by the Common Market agreement. Quite apart from this, it is very likely that both the lower wage rates in other European countries and the extra-heavy vehicles used there could put the British operator at a disadvantage.

The question of vehicle weights and dimensions would also figure large in any prognosis of British transport's future. Though the matter is still being discussed and argued over, some sort of international maxima ruling may be expected soon. Will the home manufacturer be able to provide the British operator with heavier more cheaply than some specialist foreign makers to whom the British market is no longer blocked by a tariff wall? An ancillary question of a more general nature concerns the U.K. vehicle manufacturing industry's future ability to export to non-Common Market countries when the new tariff walls are

built; will the traditional customer still want to buy British if Britain no longer wants to buy other products from him?

The loss of sovereignty of the British transport administration, so far as international matters were concerned, would be certain. Quite apart from the necessary changes in the licensing and Construction and Use regulations, it has been made plain by the latest communiqué of the Common Market Commission from its Brussels headquarters that no national legislation harmful to inter-member transport co-ordination can be countenanced. The future is likely to see pronouncements from the supra-national body on proposed national transport policy.

This means that the Ministry of Transport, if Britain joined the bloc, would in future be limited by the direction not to cause international discrimination or lack of uniformity. Even taxes could take on new forms and levels—Belgium has already amended its tax laws "in the light of the Common Market."

Hamburg.

CONTINENTAL HAULIER.

## Letters To The Editor

## What Was Janus' Purpose ?

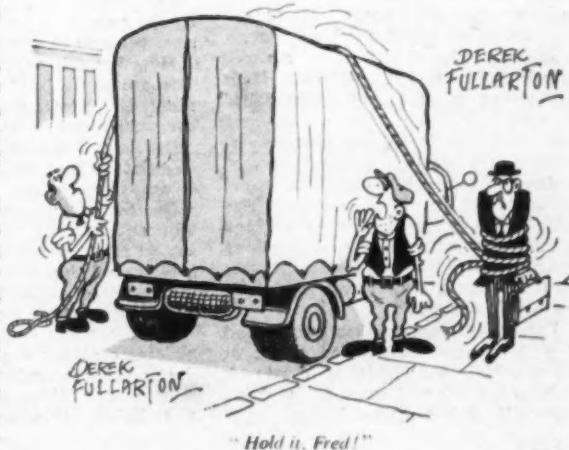
If the purpose of Janus in his commentary "Trouble Shared" in your August 4 issue was to convince the private motorist that he is wrong in considering more could be done to divert certain commercial traffic from the roads, I suggest that he has failed lamentably.

Remarks such as "the transport operator sharing his fuel and his road space with other people" lead one to ask when the road transport industry obtained exclusive ownership of these national facilities. The picture of a 52-ft. 9-in. by 15-ft. 9-in. load being transported from Clacton to Southampton did not help his cause.

No doubt there are very convincing reasons why a sea-going vessel has to be transported from one seaside port to another by road. It would, however, be more convincing to the held-up motorist if these reasons were placarded on the back of a load.

Kenilworth, Warwicks.

H. W. MANDER.





*Maconochies load a bulldozer onto a Thornycroft-Taskers unit at a plant hire contractor's premises in Ashton-under-Lyne.*

## Stockport Haulier Started From Scratch

MANY people outside the haulage industry regard it as a closed shop, into which newcomers cannot break because of out-dated licensing laws.

A Stockport haulier, Mr. Norman J. Duddy, trading as H. R. D. Maconochie, Ltd., is an example showing that such beliefs result from ignorance of the true facts.

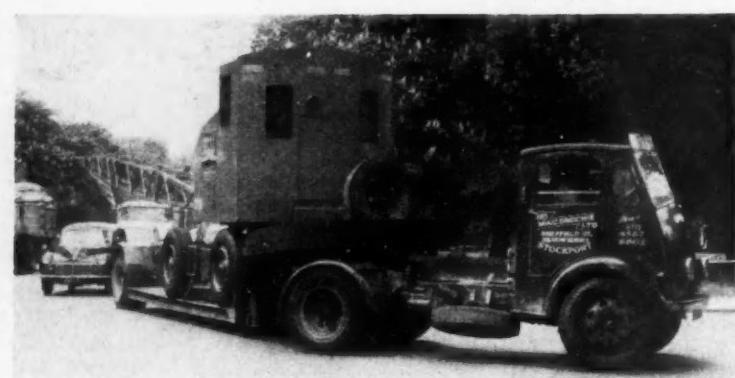
Mr. Duddy, who was originally a civil engineer, and came to grief in his own business (Radcliffe, Wilson and Co., Ltd.) in 1952, started in haulage from scratch. With nothing but faith in his own ability, he mortgaged his home and acquired the shares of H. R. D. Maconochie, Ltd., with an old A-licensed Vulcan tractor and low-loader trailer which was practically worn out.

Driving the vehicle himself for the first six months from a base at Higher Bury St., Stockport, belonging to another haulier, Mr. Duddy built up a connection by attending plant and machinery sales during the civil engineering slump and making contacts with people who required the removal of goods purchased.

Soon the original vehicle was replaced by a Bedford tractor and a 15-ton Hands semi-trailer, and the business continued to expand.

In 1954 Mr. Duddy was able to purchase out of profits a special A-licensed Bedford artic with a semi-low-loader trailer from B.R.S. (Pickfords), Ltd. This vehicle, like many other units sold on denationalization, was in poor condition and after operation for a few months was substituted by a Thornycroft with a 12-ton B.T.C. semi-trailer.

The business continued to prosper and with the support of satisfied customers Maconochie's were able to obtain A licences for two additional heavy artics, an E.R.F. with a 25-ton Taskers semi-trailer in June, 1957, and a Thornycroft



with a 20-ton Taskers unit in May, 1959. The E.R.F. has recently been substituted for a new tractive unit of the same make.

These vehicles are all working to capacity and earning approximately £5,000 a year apiece. With 350 satisfied customers on the company's books, further expansion will soon be necessary.

How has this success been achieved? The answer is by hard work, a close study of customers' requirements, and competitive quotations. The company is completely independent and has no financial backing either from a combine or any of the banks.

Questions of rate increases or otherwise do not arise, for each job is the subject either of a prior quotation or, as is the case with many satisfied customers, is charged after completion on the basis of a fair profit on the actual cost.

The movement is mainly of road and building contractors' plant, such as bulldozers, cranes and tarmac machines; transformers (which are placed in position), lathes, mining machinery, screening plant and boilers. Destinations include

all parts of the country but are chiefly within 100 miles.

The company moved to a depot of its own, an ex-A.R.P. site at Sheffield Street, Stockport, three years ago. Here there is ample parking space and a small office run by Mr. George Bird, who has been manager for the past six years. Eight drivers are employed, two to each vehicle, and they are responsible for general maintenance. Overhauls and major repairs are sent out as the most economical method at this stage.

Plans for improvement of the site include an office block and open garage space with a concrete or tarmac apron for a considerable number of vehicles.

In the main the business has been built up without sub-contracting, except for goods unsuitable for low-loader vehicles.

Mr. Duddy believes in close supervision to ensure that all operations comply with the regulations, and log-

*A crane for motorway bridge building is hauled on a 25-ton Taskers semi-trailer pulled by the company's E.R.F. tractive unit.*

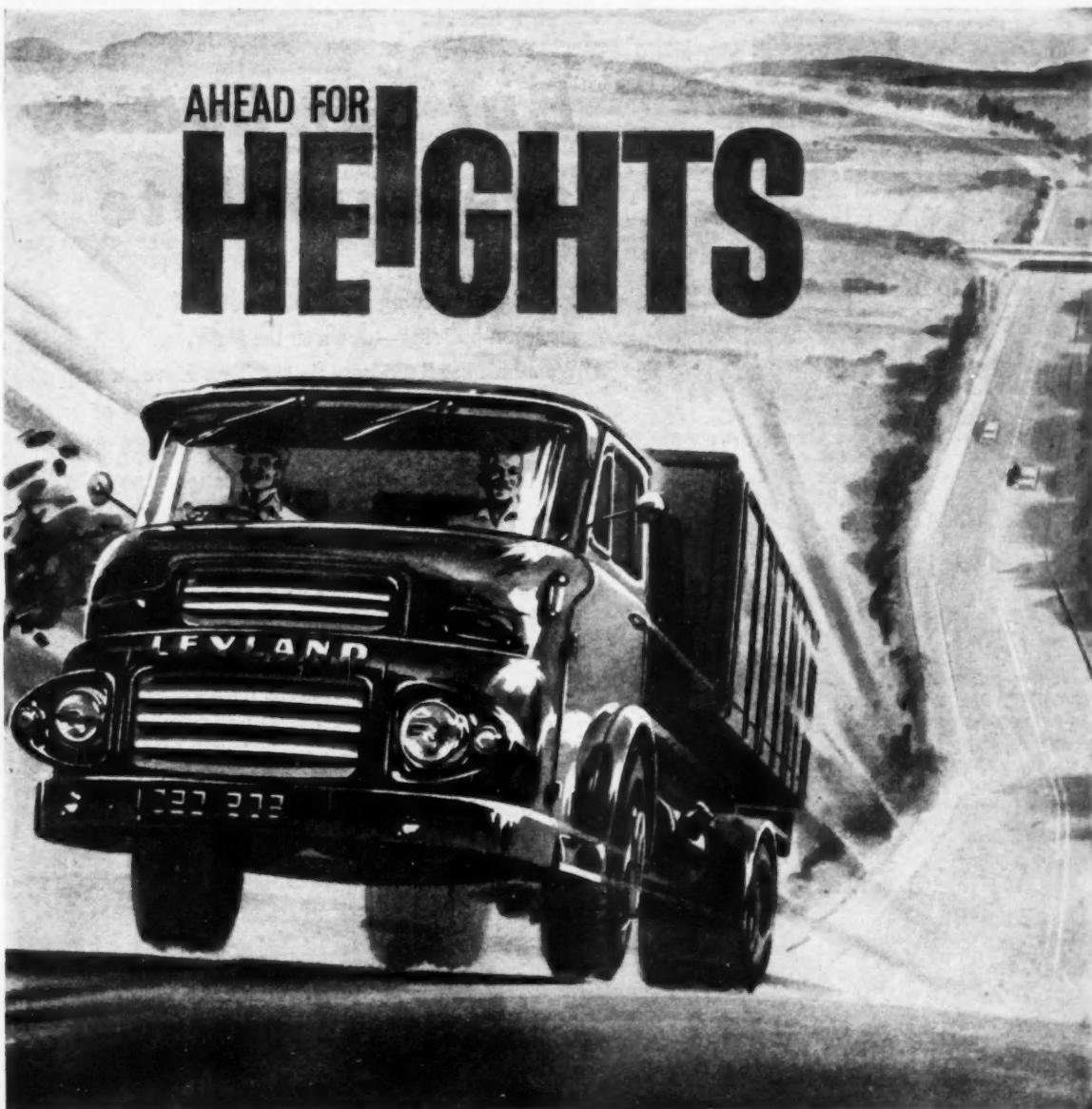
sheets are rigorously checked weekly. It is the company's proud boast that, to date, no conviction has been recorded against them for breach of drivers' hours.

Mr. Duddy believes that unity in the industry will benefit all and is this year's chairman of Stockport sub-area of the R.H.A.

In 1960 he entered three of his drivers in the Lorry Driver of the Year Competition, and Mr. B. Parry, driving a Thornycroft Mastiff, won his class at the Manchester qualifying event.

Mr. Duddy's experience has been that the E.R.F. tractor with a Gardner engine is ideal for the class of work upon which he is chiefly engaged, and, so far as trailers are concerned, preference is for Taskers because of the wooden floor. While otherwise ideal, the steel floor of B.T.C. trailers presents a tendency for bulldozers to skid or slip.

Mr. Duddy's view is that one of the future difficulties facing heavy haulage operators is the tremendous increase in the number of B- and C-licensed vehicles operated by contractors themselves



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*Political Commentary*

By JANUS

# CONSEQUENCES

**R**EACTIONS have been slow in coming from traders and hauliers on the judgments of the Court of Appeal in the cases of Merchandise Transport, Ltd., and Arnold Transport (Rochester), Ltd. By delaying their announcement until the week before Bank Holiday, the Court made sure of at least a month when many people would be more concerned with their leisure than their business. By the end of August the cases will have become familiar objects in the licensing landscape and operators will be wondering how they ever came to think the law could be otherwise than as laid down in the two decisions.

There are other factors that tend to make comment difficult. The even-handed justice with which the Court rules against the Transport Tribunal in one case and for them in the other, allows each side to claim a partial victory. Whatever the result, it would not in itself have resolved the questions of operators. They would have needed a period of several months to observe the effect in the practical atmosphere of the traffic courts. In the circumstances as they are, the testing time may have to be even longer. In the end, operators might still find that the Court have merely closed one of two doors leading to the same goal.

**A**LTHOUGH the Court made clear their dislike of too rigid a body of licensing case law, the lawyers and advocates will have as much to do as ever. No doubt there are sharp minds already hard at work sifting the two decisions and discovering ways of turning them to advantage. This is unavoidable. There is a romantic attraction in the idea sometimes expressed that operators and licensing authority ought to be able to chat informally and reach sensible agreements without the interference of lawyers or of appeal tribunals. But it must remain a pleasant theme for idylls and for dreaming. The licensing structure must have a legal basis with all the consequences involved.

At least operators need no longer feel that they are in the inexorable grip of an iron system from which there is no escape and no means of appealing to a higher authority or to public opinion. Licensing procedure will never again be quite the same. The future is all the more interesting because there are so many questions to which it alone holds the answers. An unusually close watch will be kept on what happens when the traffic courts resume their activities after the holidays.

**W**E may expect to hear much more of one important and familiar aspect of transport that has seldom entered into traffic court discussions. The two decisions have brought into the light of day the return load, which for many years has been interred deep below the licensing system. Its significance has not been diminished by the conspiracy of silence surrounding it. It is the rock upon which the prosperity of the road haulage industry has been built—and upon which from time to time some road haulage businesses have foundered. It was the lure of the return load that inspired the Merchandise and Arnold applications and started the long and expensive process that has now ended in the Court of Appeal.

The trader wishing to enter the haulage business will no longer suppose that outward journeys with his own traffic provide sufficient evidence to justify the carriage of return loads. His chance of an A licence would seem to be slight, but he might have better fortune with an application for a

B licence cast in a reasonably moderate mould. In either case he would be called upon to prove his point. The habit of testing the need for return loads will grow upon licensing authorities and they will soon find themselves applying the test indiscriminately. If they were reluctant to do so, they would soon be coerced by the volume of objections likely to be received from distant operators. No applicant who wished to avoid returning to his base empty would be exempt from attack by the hauliers whose traffic he would be abstracting.

Time will tell whether the incorporation of the return load within the licensing system will make things easier or more difficult for operators. On the face of things it appears to give greater scope to the objectors, especially if, as in the case of British Railways and British Road Services, their operations cover the whole country. On the other hand, the operator who can, as may sometimes happen, establish the need for the return journeys he proposes to make may find that this strengthens a somewhat weaker case for the outward journey. It is this kind of consideration that is no doubt already being carefully weighed by the experts in the light of the lengthy judgments of the Court of Appeal.

The changes will be felt throughout the road haulage industry. Licensing in the past has tended to be parochial. Each licensing authority has worked for the most part within a closed system. He has not been over-concerned with the effect that his decisions might have on the situation in other traffic areas. Even where he has shown an interest, it has not been encouraged. However artificial the boundaries may be, each traffic area has been treated as a separate entity.

**T**HIS has not merely been reflected in the attitude of hauliers towards the other man's return load—somewhat akin to the knock-for-knock policy adopted by the insurance companies. The cordon that each traffic area has thrown round itself has meant the strengthening of the road-rail negotiating machinery within the areas; it has been largely responsible for the present structure of the Road Haulage Association; and has probably played a significant part in the growth of clearing houses as indispensable guides leading the operator with a licence in one area to his return load in another.

If return loads are to be given the same consideration as outward traffic in the courts, the present structure of the industry may not stand up to the strain. The number of objections would be multiplied and they would come from all over the country. A national rather than an area structure might be found more suitable, especially for long-distance operators.

To cope with their applications there may have to be published a national edition of *Applications and Decisions*. If operators and objectors still wished to have discussions in advance of the traffic court hearing, it might be found convenient to have a national road-rail negotiating body. From this point it would be only a step to a national licensing authority—and I have previously suggested that a panel of licensing authorities might well replace the transport tribunal for the hearing of appeals. A central organization would help in the inevitable rationalization of objections in order to save scores of names going down against each application. A further result might even be the resuscitation of road-rail liaison, with power to consider many other subjects, such as rates, in addition to licensing.

***Expansion Trends in Haulage***

# Many Licence Switches Sought for Tippers

DESPITE suggestions by Mr. Nelson, of the Western Licensing Authority, that he is not satisfied that there is a need for more tipping vehicles in his area, this week's "Applications and Decisions" from the West, contains a number of tipper "hopefuls" asking for new B licences and takeovers. Bartlett and Sons, of West Hatch, Somerset, who are farmers, seek to enter the haulage industry with an application for a 2-ton 11-cwt. vehicle with the normal user "excavations, rubbish and building materials within 30 miles." As the vehicle is presently operating under a C licence, this application is sure to receive the attention of local operators who are already carrying this type of traffic.

The South Eastern area "As and Ds" also carries a full measure of tipper applications. All but one of the new B applications is for this type of vehicle. K. J. Perkins, a Hastings building subcontractor, wants to put his 2½-ton tipper to more remunerative use (it is specified in a C licence at present) carrying building materials within 30 miles, as does J. J. O'Hara, a demolition contractor from

Hove, who wants to switch two tippers from a C to a B licence, to carry "soil, hardcore, timber, as excavated or demolished" within 50 miles.

Margate demolition builders' contractor, A. A. Brown, has four vehicles (three tippers and a platform) that he wishes to convert from C to B licences, carrying, in addition to excavation and building materials, plant and machinery within 45 miles.

A fairly substantial application by A. Bell, Ltd., of Newcastle upon Tyne, has been made in the North Western area. They wish to add three vehicles to the licence they hold in that area in connection with their Bury base.

A 13-vehicle contract A to B licence switch application has been put in to the Metropolitan Authority by F. W. Webber, Ltd., of Enfield, Middlesex. The vehicles are on hire to Enfield Rolling Mills, Ltd., at present, and Webbers wish to carry, in addition to goods for Enfield Rolling Mills, Ltd., goods for Alcan Enfield Alloys, Ltd., and Delta Enfield Rolled Metals, Ltd.

## NORTHERN

**Applications**

N 8/8/1.—**B. W. Human**, Middlesbrough, A var., add 1 veh. (8½t) and 1 tri. (21½t) (subject to surrender of contract A lic. for 1 veh. and tri. with Cross Bone Fertilisers, Ltd.).

N 8/8/2.—**R. Burniston**, Aycliffe, new B lic., 1 veh. (1t 2c). Shop delivery service within 25 miles. (Veh. at present specified in applicant's C lic.)

N 8/8/3.—**D. Newton**, Crook, new B lic., 1 veh. (3½t). G.R. within 15 miles of Auckland Park. (Veh. at present specified in applicant's C lic.)

N 8/8/4.—**N. Oliver**, Sunderland, new B lic., 1 veh. (3t). Shipbuilding mat. within 15 miles.

N 8/8/5.—**M. J. Morgan**, Whitehaven, new B lic., 1 veh. (2½c). Furniture, sand, bricks, general household equipment, cement, building mats. within 20 miles.

N 8/8/6.—**J. R. Young**, Leadgate, B var., add 1 T. (3t 19c). Goods for Adam Lythgoe, Ltd., and Geo. Barker as required. (Subject to surrender of contract A lic.)

N 8/8/7.—**British Plant Hire**, Newcastle upon Tyne, B var., add 1 T. (3t 13c). Excavated and demolition mat. from sites within 40 miles.

N 8/8/8.—**T. F. Glass**, Stockton, B var., add 1 T. (4t). Road and building mats., furniture and household effects within 30 miles. other goods excluding smalls. within 10 miles.

N 8/8/9.—**A. White (Contractors), Ltd.**, B var., add 1 T. (4½t). Road and building mats. within 25 miles.

**Decisions**

N 11/7/8.—**Security Services, Ltd.**, Newcastle, B var., add 8 veh. (10t 16c) (Armoured vans) to hire. Cash and valuables within 50 miles. granted.

N 11/7/6.—**W. P. Stewart**, South Shields, application withdrawn.

## NORTH WESTERN

**Applications**

NW 11/8/1.—**A. Bell, Ltd.**, Bury, A var., add 3 veh. (10½t).

NW 11/8/2.—**West Flint Quarries, Ltd.**, Bodfari, new B lic., 4 veh. (13t). Minerals, machinery and utensils of mines and quarries within 80 miles from Bodfari and occasional journeys to the estates of director in Devon, Merionethshire and Kent. 3 veh. to be hired at present on short term C lic.)

NW 11/8/3.—**N. Haworth**, Morecambe, new B lic., 2 veh. (9t). Sand, gravel and crushed stone for John W. Hartley, Ltd., and tarmacadam and crushed stone for Kelmac, Ltd., and George Wimpey and Co., Ltd., and occasionally for other local quarries, all within 60 miles.

NW 11/8/4.—**Pony Dick Colliery, Ltd.**, Wigan, new B lic., 5 veh. (14½t). Minerals, machinery and utensils of mines and quarries within 100 miles from Wigan and occasional journeys to the estates of the directors in Devon, Merionethshire and Kent. 3 veh. to be hired at present authorized on short term C lic.)

NW 11/8/5.—**Killingbeck (Transport), Ltd.**, Blackburn, B var., add 1 art. (4½t). Goods for Dutton's Blackburn Brewery, Ltd., Lancashire, Yorkshire, and Cumberland, and to be used in substitution of an authorized vehicle which is off the road undergoing maintenance, repairs or overhaul.

NW 11/8/6.—**Heisby and Longden, Ltd.**, Frodsham, B var., add 2 art. (14½t). Shell-Mex and B.P., Ltd., Shell International Petroleum Co., Ltd., Shell Chemical Co., Ltd., Shell Refining and Marketing Co., Ltd., National Benzole Co., Ltd., Victor Blagden (Manchester), Ltd., all within 60 miles; empty drums only. Also add 2 art. (9t). Goods for Shell-Mex and B.P., Ltd., Shell International Petroleum Co., Ltd., Shell Chemical Co., Ltd., Victor Blagden (Manchester), Ltd., R. Silcock and Sons, Ltd., Joseph Ashworth and Sons, Ltd., between Ellesmere and Frodsham.

**Decisions**

NW 26/5/5.—**H. R. Macdonochie, Ltd.**, Stockport, A var., add 1 art. (8½t), granted.

NW 9/6/10.—**T. Curran and Sons, Ltd.**, Manchester, new B lic., 8 veh. (33½t). Excavated mats. within 50 miles. granted.

NW 9/6/14.—**A. and T. Keogh, Ltd.**, Wilmslow, new B lic., 1 art. (8½t). Building, road making plant and machinery for F. J. Gibson and Son, (Wilmslow), Greenfields Nurseries (Wilmslow), H. Corneill and Co., Ltd., H. W. Kearns and Co., Ltd. (Broadheath), J. and A. Jackson, Ltd., within 50 miles, granted.

NW 16/6/6.—**G. T. Thorney**, Manchester, new B lic., 1 veh. (7t). Carriage of metals and machinery on behalf of C.K.S. Group, Ltd., and their integrated companies in their capacity as dismantlers from sites, granted.

**CONTRACTS:** add, additional; agric., agricultural; art., articulated unit; c., cwt.; gen., general goods; G.B., Great Britain; Ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t., tons; T., tipper; tri., trailer; var., variation; wh., wheels.

## YORKSHIRE

**Applications**

Y 16/8/1.—**W. Jones and Sons (Bradford), Ltd.**, new A lic., 1 veh. (40). Mainly wool and textiles. Hull, Goole, Liverpool, Salford and London.

Y 16/8/2.—**Oward Road Transport, Selby**, new A lic., 1 veh. (3½t). Mainly tobacco, plastics, wool, cotton and textiles, chemicals, jute, hide and leather goods, a/cr, produce, machinery, iron, copper, steel, confectionery, foodstuffs, cased goods, glass, timber, road making and building mats. Mainly Scotland, Lancashire, Yorkshire, Midlands, London and Home Counties, Wales, South West England. Also 2 veh. (1½t) to facilitate fleet maintenance only.

Y 16/8/3.—**Warrington Transport (1955), Ltd.**, Sheffield, new A lic., 1 veh. (3½t). Collection and delivery of goods within 15 miles.

Y 16/8/4.—**H. Campey and Son, Ltd.**, Thorpe Willoughby, new A lic., 3 veh. (16½t). Mainly sugar, paper, a/cr, produce and requisites, animal feeding stuffs, road and building mats., oils and chemicals. Mainly Yorkshire, Lancashire, Northern England, Midlands, London and Home Counties.

Y 16/8/5.—**G. Lawty, Ltd.**, Helperthorpe, A var., add 2 veh. (80). (If granted 2 veh. will be deleted from lic.)

Y 16/8/6.—**E. McSweeney**, Ackworth, new B lic., 1 veh. (3½t). Road and building mats. for J. Hinckliff and Son, Ltd., within 25 miles of South Elmsall P.O.

Y 16/8/7.—**F. Bragg**, Batley, new B lic., 1 veh. (3½t). Road and building mats. for Messrs. John Hinckliff and Son, Ltd., South Elmsall, within 25 miles of South Elmsall P.O.

Y 16/8/8.—**T. W. Hughes**, Brinsworth, new B lic., 2 veh. (8½t). Goods for Tarmac Civil Engineering, Ltd., as required by X.R.E. Transport Co., Rotherham, in connection with Tarmac, Ltd., contracts in the Yorkshire traffic area.

Y 16/8/9.—**J. H. Poole**, Castleford, new B lic., 1 veh. (4½t). Road and building mats. for Harris and Midgley, Castleford, and B. Nordan, Castleford, within 40 miles.

Y 16/8/10.—**McVeigh Transport, Ltd.**, Hull, new B lic., 2 art. (15t). Goods in connection with trunk and regular general haulage services within radius of 10 miles.

Y 16/8/11.—**Factory Guard System, Ltd.**, Leeds, new B lic., 1 veh. (1½t). Cash, valuables and negotiable instruments within 100 miles.

Y 16/8/12.—**H. P. Rohan**, Norton, new B lic., 1 veh. (3½t). Racehorses to racecourses in England, Scotland and Wales.

Y 16/8/13.—**Bell, Berry and Co., Ltd.**, Selby, new B lic., 3 veh. (12t). Waste lime for spreading for the British Sugar Corporation within 35 miles.

Y 16/8/14.—**W. Moore and Sons**, Leeds, B var., add 1 veh. (3½t). Goods for Yorkshire Organic Nitrogen Co., Ltd., in Yorkshire and Lancashire; opencast coal for William Pepper and Co., Ltd., from site to screen within 15 miles.

**Decisions**

Y 15/3/1.—**Harold Wood and Sons, Ltd.**, Heckmondwike, new A lic., 1 veh. (6t) (tanker). Bulk liquids throughout G.B., granted.

Y 26/4/2.—**W. F. Wright, Ltd.**, Leeds, new A lic., 1 veh. (5t) to be used only when any authorized veh. is withdrawn for maintenance or repair, granted.

Y 12/4/8.—**A-One Transport, Ltd.**, Leeds, A var., add 3 veh. (17½t), granted.

Y 12/4/10.—**C. Hellowell, Ltd.**, Sowerby Bridge, A var., add 1 veh. (4½t), granted.

Y 21/12/7.—**Michael and Partners, Ltd.**, Chesterfield, application refused.

Y 29/3/1.—**B.H. Transport (Leeds), Ltd.**, application withdrawn.

## WEST MIDLAND

**Applications**

WM 17/8/1.—**W. P. Transport**, Oldbury, A var., add 1 art. (5½t). Hardware goods, building mats., foodstuffs, non-ferrous metals, timber, scrap iron, chemicals, sand, gravel and g.r.g. as required.

WM 17/8/2.—**Unilever, Ltd.**, Birmingham, new B lic., 7 veh. (24½t) (vans). Distribution of consumer goods from S.P.D., Ltd., warehouse, Birmingham, and any goods returned to warehouse within 50 miles of radius of base.

WM 17/8/3.—**W. Wild (Haulage), Ltd.**, Burton-upon-Trent, new B lic., 7 veh. (31½t) (includes 4 veh. to be hired). (If granted, lic. held in the East Midland area will be surrendered.)

WM 17/8/4.—**Unilever, Ltd.**, Newcastle, new B lic., 3 veh. (11t) (vans). Distribution of consumer

(Continued on page 125)



These illustrations represent some of the Mercedes vehicles recently delivered to British operators. They include a 7 Tonner, No. 3, while the others are rated for 14 Tons G.V.W. No. 2 is fitted with a 10.8 litre engine. Standard specifications of all Mercedes-Benz Commercial Vehicles include a 5-speed synchromesh gear-box, exhaust brake, heater and flashing indicators.

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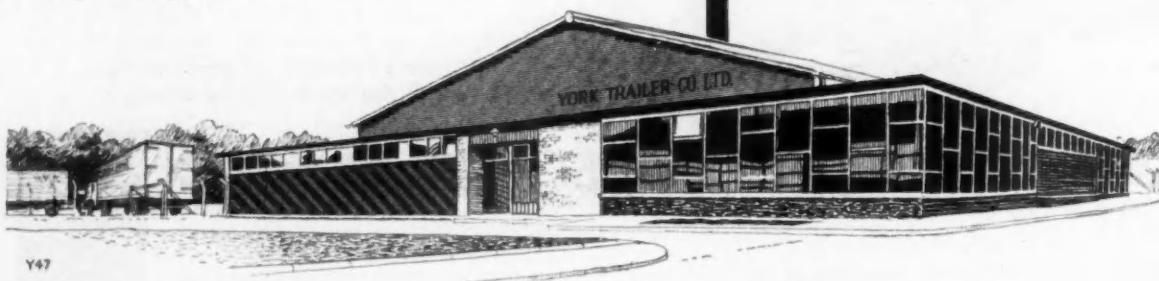
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WM 17/8/5.—**J. M. Haines**, Stoke-on-Trent, new B lic., 2 veh. (9d). Surplus spoil, road-making mats, for Conways Sand and Gravel Co., Ltd., in connection with their contract with John Laing (Construction) Co., Ltd., on the Birmingham Preston Motorway, within 20 miles of C. and D. Headquarters, Hanchurch.

WM 17/8/6.—**J. McNulty**, Stoke-on-Trent, new B lic., 1 veh. (4d). Surplus spoil, road-making mats, for Conways Sand and Gravel Co., Ltd., in connection with their contract with John Laing (Construction) Co., Ltd., on the Birmingham Preston Motorway, within 20 miles of C. and D. Headquarters, Hanchurch.

WM 17/8/7.—**E. R. Gifford**, Worcester, new B lic., 1 veh. (3½d). Road-making mats, for A. Monk and Co., Ltd., within 20 miles of Whittington.

WM 17/8/8.—**B. A. Green**, Worcester, new B lic., 1 T. (3½d). Road-making mats, for A. Monk and Co., Ltd., within 25 miles of Whittington.

WM 17/8/9.—**H. Hall**, Worcester, new B lic., 1 T. (3½d). Road-making mats, on behalf of A. Monk and Co., Ltd., within 25 miles.

WM 17/8/10.—**Plant Services (Lichfield)**, Ltd., B var., add 3 T. (9d). Goods and mats, in connection with building and civil engineering industries, within 30 miles.

WM 17/8/11.—**R. Leigh**, Market Drayton, B var., add 1 veh. (6d) (tanker). Haulage of milk in bulk within 100 miles.

#### Decisions

WM 13/7/6.—**Collins' Express (Contracts)**, Ltd., Walsall, new B lic., 1 veh. (2½d). Hosiery, lingeries and products of Kayser Bonder, Ltd., Kayser Bonder Sales, Ltd., Shears, Ltd., within 120 miles, granted.

WM 18/5/9.—**J. W. Fellows**, Birmingham, B var., add 2 veh. (11d). Goods for Forgings and Presswork, Ltd., and Hardy Spicer, Ltd., to their customers, within 150 miles; back loads for Celcon Ltd., from their London factory to their Midland depot or their customers' sites, granted.

## WESTERN

#### Applications

W 15/8/1.—**H.H.V. Guest Road Services**, Ltd., Bath, A var., 1 art. (6d 12c) in lieu of 1 art. (4d 17c).

W 15/8/2.—**G. Carpenter**, Cinderford, new B lic., 1 veh. (10). Groceries within five miles. (Veh. at present specified in C lic.)

W 15/8/3.—**B. Sweeting**, Sandford, new B lic., 1 T. (5d). Quarried mats and bricks when one end of the journey is non-rail connected within 150 miles.

W 15/8/4.—**H. W. Bartlett and Sons**, West Hatch, new B lic., 1 veh. (2t 11c). Excavations, rubbish and building mats, within 30 miles. (Veh. at present specified in C lic.)

W 15/8/5.—**H. L. Goodwin**, Weston-Super-Mare, new B lic., 2 T. (10d). Road, building and quarry mats, to or from non-rail connected sites within 150 miles, excluding quarries in Gloucester area.

W 15/8/6.—**P. E. Ball**, Woolaston, new B lic., 1 T. (4½d). Quarried mats, within 30 miles. (Veh. at present specified in C lic.)

W 15/8/7.—**Baker and Son**, Crowcombe, B var., add 1 veh. (5½d) includes Container (2t). Livestock within 150 miles.

W 15/8/8.—**D. W. Free and Son**, Marlborough, B var., add 1 T. (3t 17c). To be used solely in replacement of any authorized veh. under repair or maintenance.

#### Decisions

W 27/6/1.—**W. Viney**, Ltd., Bruton, new B lic., 1 veh. (1t 1c). G.R. within 50 miles, granted.

W 18/7/5.—**O. R. Heat**, Sandford, new B lic., 1 veh. (2t 19c). Goods for Somerset County Council within the County of Somerset, granted.

## THE COMMERCIAL MOTOR

### METROPOLITAN

#### Applications

M 17/8/1.—**Harrods Green Removal Service**, E.11, A var., add 1 veh. (3½d) (Van). Mainly household removals, within 200 miles.  
M 17/8/2.—**C. Albany and Sons**, Ltd., Ware, new B lic., 1 veh. (4½d). To be used as a replacement veh. for any veh. removed from service for overhaul, maintenance or repairs.

M 17/8/3.—**S. M. Easton**, East Croydon, new B lic., 2 veh. (6d 19c). Bricks, within 200 miles; coal, coke and rubbish, within 30 miles; steel; within 50 miles. G.G. on return loads.

M 17/8/4.—**Guest Carriers** (Hackney), Ltd., Abridge, new B lic., 7 veh. (21d) and 1 trol. (2½d). Collection into store and distribution of customers' goods from applicant's warehouse at Stapleford Tawney, within 45 miles and to and from Uckfield.

M 17/8/5.—**J. Garner**, St. Albans, new B lic., 1 veh. (12d 4c). Paints and varnish, within 30 miles.

M 17/8/6.—**F. A. Gay**, Edgware, new B lic., 2 veh. (5d). Coal, coke and solid fuels, with 15 miles; mineral waters within 25 miles.

M 17/8/7.—**Monument Transport Co.**, Ltd., E.C.3, new B lic., 2 veh. (6d). G.G. to and from the London and Tilbury Docks and one weekly journey to and from Ipswich.

M 17/8/8.—**L. G. Palmer and Son**, Slough, new B lic., 1 veh. (2d 13c). G.G. within 50 miles.

M 17/8/9.—**S. J. Paradise**, W.2 new B lic., 1 veh. (2d 1e). Aircraft spares for Bristol Aeroplane Co., Ltd., and subsidiary companies (Bristol Aircraft, Ltd., Bristol Siddeley Engines, Ltd., Bristol Cars, Ltd., Bristol Aeroplane Plastics, Ltd., English Electric, Ltd., and Vickers-Armstrongs (Aircraft), Ltd.), within 40 miles. (If granted, contract A lic. with Bristol Aeroplane Co., Ltd. (Aeroplane spares) will be surrendered.)

M 17/8/10.—**H. S. Robinson**, Ltd., High Wycombe, new B lic., 1 art. (5d 14c). Cartons and manufactured goods for return loads from Liverpool, Man-hester and Leicester.

M 17/8/11.—**C. H. Sanders**, S.W.11, new B lic., 1 veh. (1t 2c). G.G. within 25 miles.

M 17/8/12.—**F. W. Webber**, Ltd., Enfield, new B lic., 13 veh. and arts. totalling (28t 5c). Goods for Alcan Enfield Alloys, Ltd., Delta Enfield Rolled Metals, Ltd., Enfield Rolling Mills, Ltd., and Enfield Standard Power Cable, Ltd., any distance. If granted a similar number of veh. specified in contract A lic. with Enfield Rolling Mills, Ltd. Non-Ferrous Metal Rollers) will be surrendered.)

M 17/8/13.—**S. Burbridge**, N.12, B var., add 1 veh. (1d 19c).

M 17/8/14.—**W. H. Ford**, N.7, B var., add 1 veh. (1t 12c).

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#### Applications

SE 17/8/1.—**F. A. Wade**, Ltd., Rainham, A var., add 3 veh. (9½d). (If granted 3 veh. (8½d) will be deleted from B lic.)

SE 17/8/2.—**Woodley Haulage Co.**, Reading, A var., add 1 veh. (6d). Mainly goods for Sulham Timber Co., Ltd., as required. (If granted contract A lic. specifying 1 veh. will be surrendered.)

SE 17/8/3.—**A. A. Coveney**, Tenterden, A var., add 1 veh. (4d).

SE 17/8/4.—**K. J. Perkins**, Hastings, new B lic., 1 T. (2d 14d). Building mats, within 30 miles. (Veh. at present specified in C lic.)

SE 17/8/5.—**J. J. O'Hara**, Hove, new B lic., 2 T. (6d). Soil, hardcore, timber, as excavated or demolished within 50 miles. (1 veh. (3d) at present specified on C lic.)

SE 17/8/6.—**A. A. Brown**, Margate, new B lic., 3 T. (9½d) and 1 veh. (2½d). Excavation and demolition mats, building and road-making mats, plant and machinery, within 45 miles. (Veh. at present specified on C lic.)

SE 17/8/7.—**E. D. Lennon**, Betherston, Ashford, B var., add 1 T. (4d). Sand, ballast and tarmac, within 35 miles.

SE 17/8/8.—**M. Elliott and Sons**, Bournemouth, B var., add 1 T. (4d). Building and public works mats, and plant, within 40 miles.

SE 17/8/9.—**M. P. Harris and Co.**, Ltd., Eastbourne, B var., add 2 T. (6½d).

SE 17/8/10.—**W. F. Bush and Sons**, Ltd., Fernhill, B var., add 1 T. (3½d).

SE 17/8/11.—**M. Regan**, Hornsden, B var., add 1 art. (6½d). Fruits and livestock to London railway stations. Tonbridge, British Railways and British Road Services, Tunbridge Park.

SE 17/8/12.—**Protective Trans**, Ltd., Hove, B var., add 4 veh. (7d). (Armoured.)

SE 17/8/13.—**C. W. Grace**, Ltd., Maidenhead, B var., add 1 T. (4d).

SE 17/8/14.—**Hall and Co.**, Ltd., Maidstone, B var., add 2 veh. (16d) (Tankers). Heating oil for the Associated Portland Cement Manufacturers, Ltd., and associated companies, between Cement Marketing Co., Bevans Works, Northfleet, Dartford, and C.M.C.S., Holborough and Cliffe Works, within a 20-mile radius of base.

#### Decisions

SE 25/5/1.—**A. W. Day**, Chatham, new A lic., 1 T. (6½d). Mainly scrap metal for Maidstone Sack and Metal Company, within 150 miles, granted.

SE 27/4/2.—**George Curtis (Hauliers)**, Ltd., Poole, new A lic., 3 art. (6½d) (Semi-low-loaders), granted.

p39

Planning for Profit

# 42-hour Week and Overtime

*Replies to Readers Concern the Effects of the New Proposals  
Submitted by the Road Haulage Wages Council—R.H.(71):  
5-tonner and 7-tonner Costs Compared*

**R**EFFERRING to the announcement which appeared in last week's issue of *The Commercial Motor* concerning the issue of the new wage proposals R.H.(71), a reader asks for further information as to how these will affect the calculation of overtime working, assuming a 42-hour week is confirmed.

At present, as set out in paragraph six of the current Wage Regulations R.H.(70), provision for the computation of hours of work is as follows. A regular worker, other than a milk worker, employed on a 5-day week, who works on any day other than Saturday or Sunday is deemed to have worked nine hours on any day Monday to Thursday, and for eight hours on Friday notwithstanding that he may have been actually employed for less than the nine or eight hours respectively.

Similarly, when employed as a 6-day worker, he is deemed to have worked for eight hours any day Monday to Friday and for four hours on Saturday, even though he may have worked less than these hours.

If the new R.H.(71) proposals are confirmed by the Minister of Labour without alteration, computation of hours worked will then be made as follows. The 5-day worker will be deemed to have worked  $8\frac{1}{2}$  hours for any day Monday to Thursday and eight hours on Friday. The 6-day worker will similarly have his hours adjusted to  $7\frac{1}{2}$  on any day Monday to Thursday, eight hours on Friday and four hours on Saturday.

**R**EGARDING workers other than regular workers, they are to be paid not less than the wages due for  $7\frac{1}{2}$  hours (at present eight hours) in respect of work done on any day Monday to Thursday and for eight hours on Friday or four hours on Saturday.

As a result of these adjusted hours, calculation of overtime will now commence after  $7\frac{1}{2}$ ,  $8$  or  $8\frac{1}{2}$  hours, as the case may be, compared with eight or nine hours as at present applies under R.H.(70) regulations.

The following addition is also proposed to the existing paragraphs 16 and 17 of R.H.(70) relating to customary holidays. In the case of a worker who is employed on spells of duty which start before midnight and continue for more than three hours after midnight, it is proposed that the day in lieu of a customary holiday shall include any period of 24 consecutive hours beginning and ending at noon on a week day (other than weekly half holiday) on which he normally works.

The reader also asks when the proposals submitted in R.H.(71) are likely to become effective. There is no statutory interval of time, although it is stated in these proposals that any representation in respect of them must be received within 14 days from the date of issue of the proposals, namely August 11. As some indication of the likely interval of time before these proposals could

become effective, the previous proposals R.H.(69) were dated September 30, 1960, whilst the corresponding regulations R.H.(70) became effective as from December 19, 1960. Now, however, the Government wage freeze may delay confirmation of the R.H.(71) proposals.

**D**ESPITE repeated emphasis in this series that a carrier's licence cannot be transferred, requests as to how this can be done continue to be received and the following is a typical example. The reader writes that he is considering buying a small haulage business in a market town and goes on to list the vehicles and conditions attached to the B licence at present held by the existing operator. An indication is given of present earnings. He also asks, if he acquired the business, whether it would be possible to enlarge the radius and range of goods indicated on the licence.

As with similar requests it can only be repeated that when the purchase of a haulage business is being arranged the existing carrier's licences cannot technically be transferred to the prospective new owner. In practice, the usual procedure is for the prospective owner to make an application for a new licence, with the same conditions as the existing licence, coupled with the assurance that the existing licence would be surrendered if a new application were granted.

By this procedure, and assuming that other aspects relative to the application are satisfactory to the Licensing Authority, it is possible that the new licence will be granted without having to go through the procedure of a hearing.

If, however, the prospective owner were to vary the conditions that now apply to the existing licence then this would be tantamount to a completely new application, which would undoubtedly attract substantial objections. This would particularly be the case in this instance where the reader intended operating between an industrial area and a port, both of which would presumably be already well served by existing hauliers.

**T**HE general manager of a company providing a household service asks for advice regarding vehicles used by their  
(Continued on page 127)



*This Atkinson eight-wheeled tanker which is one of a number ordered by Bulwark Transport, Ltd., has a special lightweight frame and lightweight road springs. A Gardner 6LX diesel engine and David Brown 5-speed gearbox are fitted.*



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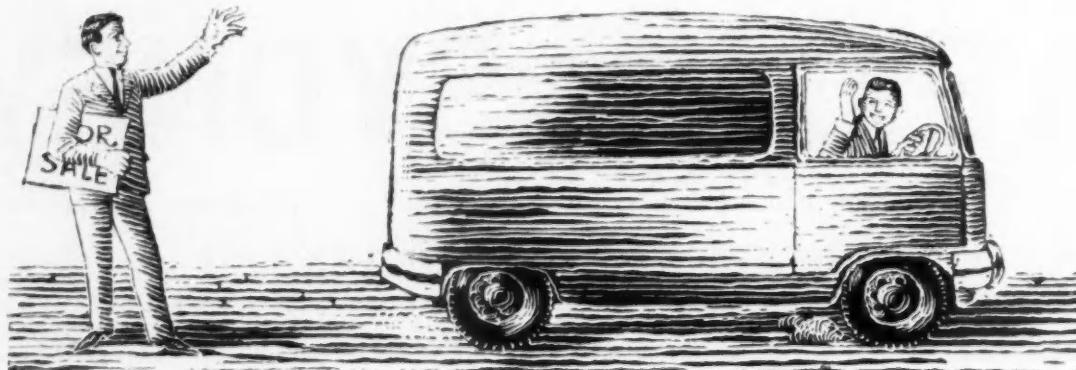
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*The first six of a fleet of 24 Thames 7-cwt. vans which are being supplied to Hoover, Ltd., by Godfrey Davis under their contract hire scheme.*

service staff. They are considering the advantages of employing 5-cwt. vans as opposed to the "traveller" type of vehicle for the purpose of enabling their service staff to travel between subsidiary establishments not large enough to justify the employment of a full-time engineer.

The general manager asks if he is correct in assuming that a van is subject to a speed limit of 30 m.p.h. at all times, even if it is registered as a private vehicle. Additionally, he asks, whether it would be necessary to have a C licence and for the driver to keep log sheets if tools and other small goods were carried. Alternatively, if a carrier's licence were not required for this purpose would they then be precluded from occasionally carrying their customers' goods between their own establishments as distinct from collection and delivery to customers?

If the "traveller" type of vehicle were purchased, he wants to know if this would have to be licensed as "private" or "goods," if he used it for similar purposes, and, if so, whether a C licence and the keeping of log sheets would again be necessary.

Whichever type of vehicle were employed, he emphasizes that their main work would be for transporting staff although, in addition, provision should also be made for carrying a small amount of goods occasionally.

A SHORT answer to this and similar queries is that one can either take advantage of having to pay no purchase tax on a goods vehicle (i.e., the 5-cwt. van as in this instance) and be subsequently inconvenienced by restrictions as to the maximum speed at which the vehicle may travel, the keeping of records and limitation on drivers' hours. Alternatively, one can accept the additional cost of a private car of similar size, because of the inclusion of purchase tax, now at a rate of 55 per cent., in exchange for freedom from the admittedly irksome restrictions when applied to small vans as distinct from genuine goods vehicle operation.

Speed limitations are determined by the construction of a vehicle. In this context the 5-cwt. van mentioned by the reader would be considered a goods vehicle, and as such would be limited to a maximum speed of 30 m.p.h. at all times, irrespective of the purpose for which it was being used or the licence under which it operated.

Assuming that the "traveller" type of vehicle to which the reader refers is in fact a dual-purpose vehicle it follows by definition that it can be adapted for the carriage of goods and therefore—when so doing—would be considered a goods vehicle relative to the keeping of records and limitations on drivers' hours. In many instances, therefore, the operation of a dual-purpose vehicle can involve several disadvantages from a legal aspect, compared with the use of a private car, since purchase tax is payable at the same rate on both vehicles, assuming that in either event the goods were small enough to be carried in a private car if necessary.

A WEST Country operator asks under what Act does a Ministry of Transport Inspector have the authority to take copies of log sheets which have already been handed to the operator by drivers. He is aware that section 227 of the Road Traffic Act 1960 permits the Inspector to take a copy of the current log sheet on the vehicle, but no mention is made of the position after it has been handed to the employer.

Section 237 of the Road Traffic Act 1960 is devoted to the power to seize articles with respect to which offences under previous section may have been committed. As determined by section 227, certifying officers, examiners and police constables are empowered at any time to inspect and copy any



documents which are required to be kept under the Road Traffic Act 1960.

SOME indication of the likely cost of operating a 5-ton petrol-engined vehicle and also a 7-ton oiler is requested by another reader. He suggests that a fair average mileage on which to base these costs would be 400 a week, which he claims is representative for his area.

As shown in the new edition of "*The Commercial Motor*" Tables of Operating Costs, the annual licence duty payable on the 5-tonner would be £39 based on an estimated unladen weight of 2 tons 12 cwt. This would be equivalent to 16s. 5d. a week, inclusive of a small allowance in respect of the carriers' licence fee. As with the other four items of standing costs, weekly costs are calculated on the basis of a 50-week year to allow for two weeks when a vehicle may be off the road on account of driver's holidays or for major overhaul.

The total cost of wages will be reckoned at £9 14s. 10d. a week. This is calculated on the basis of the minimum remuneration payable for 44 hours to a driver based in a Grade 1 area as defined in the Road Haulage Wages Regulations R.H.(70). Added to this are the employers' contributions in respect of the new Graduated Pension and National Insurance and voluntary employers' indemnity insurance. An adjustment is also made to include the cost of holidays with pay.

RENT and rates in respect of garaging the vehicle are estimated to cost the equivalent of 11s. 10d. a week, whilst vehicle insurance adds £2 0s. 1d., calculated on an annual premium of £100 4s. Interest charged at a nominal rate of 5 per cent. on the initial outlay of £1,090, amounts to £1 1s. 9d. a week giving a total for these five items of standing cost of £14 4s. 11d. a week for the 5-ton petrol-engined vehicle.

The five running costs per mile are reckoned as follows:—fuel 3.83d., lubricants 0.22d., tyres 1.26d., maintenance 2.56d., and depreciation 1.32d., giving a total of 9.19d.

The addition of the standing and running costs would then give a total operating cost per mile—still assuming an average of 400 miles a week of 17.74d.

The corresponding standing costs for the 7-ton oiler are estimated to be:—licences 19s. 5d., wages £10 3s., rent and rates 12s. 11d., insurance £2 10s. 11d., interest £1 12s.; total £15 18s. 3d. Similarly, the five running costs per mile would be:—fuel 3.12d., lubricants 0.25d., tyres 1.49d., maintenance 2.74d., depreciation 2.00d.; total 9.60d. The resulting operating cost per mile is then 19.15d., an increase of 1.41d. a mile over the 5-tonner but with the advantage of an additional capacity of 2 tons.

Should this comparatively low average weekly mileage of 400 be increased to 600, the total operating cost per mile would be reduced to 14.72d. for the 5-tonner and 15.69d. for the oiler, making the difference then less than a penny, namely 0.97d. per mile.

Similarly, if the average mileage were raised still further to 800 miles per week, the total operating cost per mile for the petrol-engined 5-tonner would be 13.29d. and 14.09d. for the 7-ton oiler, a difference now of only 0.80d.

# Air-operated Gear Changing

**PATENT** No. 869,264 shows a power-operated gearchange unit that can be readily attached to a normal type of manually operated gearbox, without the need for serious modifications. (Clayton Dewandre Co., Ltd., Titanic Works, Lincoln.)

The unit illustrated is intended to be mounted on top of the gearbox so that the striker (1) can operate the selector forks. The striker is controlled by an annular piston (2) sliding both in the cylinder casing and on a central sleeve (3). The sleeve extends to the outside and forms the control member, a hand-lever being connected to the flange (4).

In operation, the hand-lever is operated

in the usual manner. The angular rocking motion of the striker is still done by hand, but the actual gear engagement is power assisted through the annular piston. The hand-lever, at the start of its sliding movement, causes one or other of the valves (5 and 6) to be unseated. This admits compressed air to one side of the piston, and engages the gear.

In the event of failure of the air supply, continued movement of the lever would still engage the required gear.

## ROTATING NEEDLE FOR INJECTORS

**T**O prevent an injector needle-valve from seizing, in all circumstances, is the aim of an improved nozzle shown in patent No. 868,093. (Maschinenfabrik Augsburg-Nürnberg A.G., Nürnberg 2, Germany.)

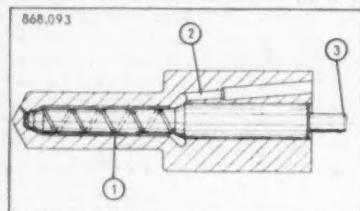
A section of the nozzle tip is shown in the drawing. The essence of the scheme

metal sandwich mounting (2). The outer plates are attached to the frame by central bolts (3) which have beneath their heads a number of Belleville washers to provide extra vertical resilience.

The four units shown are disposed symmetrically about the centre of gravity of the tank, shown at 4. The front member (5) is a ball-and-socket joint also bushed with rubber. The duty of this unit is to resist the longitudinal forces created by acceleration and braking.

## ROLLER-BEARING CONNECTING RODS

**PATENT** No. 869,326 shows a connecting rod designed mainly for diesel engines which have roller bearings at the crankpins. The chief feature is a means

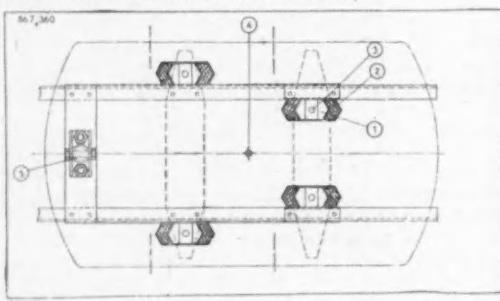
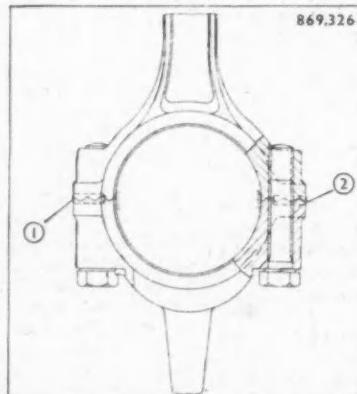


is that the lower portion of the valve is helically cut into one or more grooves (1). The fuel entering the port (2) is said to impart a rotary motion to the valve. The contact face (3) of the loading spring is made as small as possible to avoid impeding the rotation.

## MOUNTING TANKS ON VEHICLES

**A** METHOD of mounting a large tank on a chassis is shown in patent No. 867,360. (Luther-Werke, Luther and Jordan, Frankfurter Strasse 249/255, Braunschweig, Germany.)

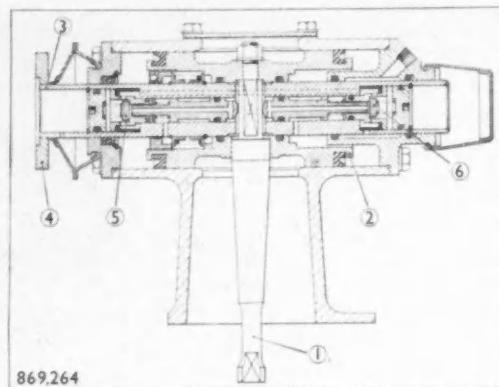
The drawing shows a plan view of the resilient units used. Welded to the tank are V-shaped brackets (1). The inclined faces of the brackets fit into a rubber/



B.44

of locating the halves positively. (Motoren-fabrik Hatz G.m.b.H., Ruhstorf bei Passau, Germany.)

Instead of relying on the bolts for location, the mating surfaces of the connecting rod halves have close-fitting serrations as shown at (1). These, when bolted firmly together, form a positive and repeatable



869,264

location. Dowels (2) are used to give axial location.

When assembled, the halves are hardened and the bore finished by grinding. This eliminates the need for a separate hardened sleeve. Care is taken to avoid hardening the serrations to prevent the risk of fracture through their being brittle.

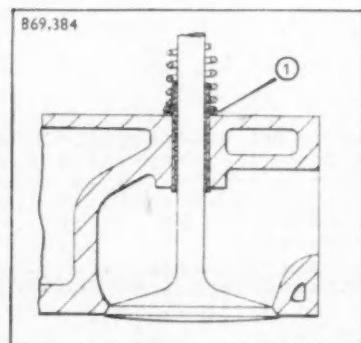
## INJECTOR NEEDLE VALVE

**PATENT** No. 862,383 from Caterpillar Tractor Company, 800 Davis Street, San Leandro, Cal., U.S.A., shows an injector valve made in the form of a sliding plunger instead of using mating seatings. The advantages claimed are reduced likelihood of damage and better protection from heat.

## BI-METAL VALVE GUIDES

**A SCHEME** for the quantity production of valve guides with improved wearing qualities is described in patent No. 869,384. (The Glacier Metal Co., Ltd., 368 Ealing Road, Alperton, Wembley.)

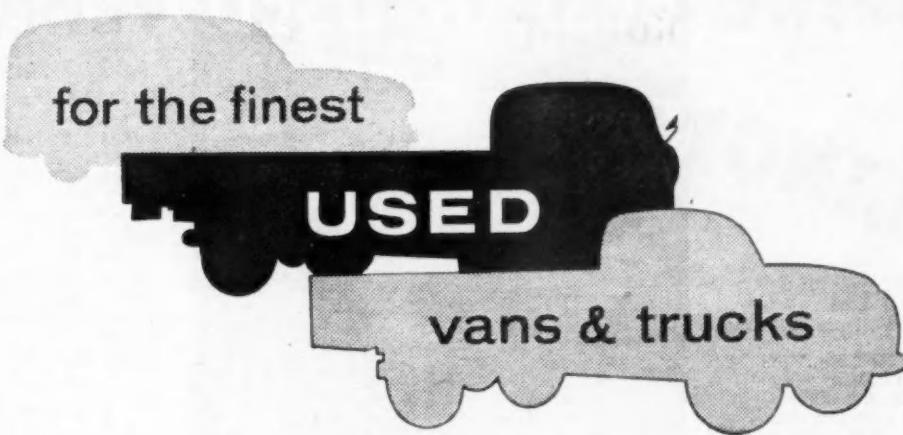
The drawing shows a section of the proposed guide in a cylinder head. It is



formed initially from a bi-metal strip with steel on one side and bronze or other bearing material on the other. The strip is rolled into a tube, with the steel on the outside and the ends pressed together hydraulically to create a flange (1). This acts both as a stop face on the cylinder block and as an abutment for the spring. In addition, a circumferential groove may be left inside the flange to function as an oil reservoir.

August 25, 1961

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**1954** AUSTIN 5-ton drop-sided, petrol engine, 21-ft. 10-in. body, coachbuilt cab, first-class condition throughout, £525.

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**1958** AUSTIN 7-tonner 5.1-litre diesel, long wheelbase, power steering and 2-speed axle, platform body, good condition all round, sacrifice price, £395.

**RYLAND GARAGE, LTD.**, Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5.

**L**A TEST type 1-ton 4 x 4, low mileage, complete £240, offer AA Eng. Co., London, N.12. Hill 5699 924-6652.

**1955** Loadstar 4-ton diesel, Baico extended chassis. Duramid fixed-side body with patent tilt, excellent condition, £200. Phone, evenings, Goodmayes 2570, 923-6791.

**A**USTIN K3 civil defence rescue van, ideal for conversion to travelling shop, mobile site offices, etc., exceptional value at £85 each. G. A. Rich, 514 Coldhams Lane, Cherry Hinton, Cambridge. Phone 47597, 923-403.

**1957** AUSTIN 152 J-type 1500 pick-up truck, 33,000 miles, one owner, recently repainted, good tyres all round, ready for work, £225. Riverside 1998 or 923-491.

**BEDFORD**

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**BEDFORD TO THE BACKBONE.**

EARLY DELIVERY OF ALL NEW BEDFORDS.

**1953** BEDFORD A-type 5-ton 1,000-gal. tanker.

**1957** BEDFORD 3-ton diesel truck.

**1956** BEDFORD 5-ton petrol truck.

**1957** BEDFORD 35-cwt. Spurling van.

**1960** BEDFORD 7-ton diesel, 2-speed axle.

**LARGE SELECTION OF CA VANS  
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OTHER MAKES AND MODELS ALWAYS  
AVAILABLE.

BACKED BY UNQUALLED SERVICE AND  
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BEDFORD RECONDITIONED ENGINES  
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LONDON, N.W.5.  
Gulliver 5555.

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OFFICIAL MORRIS-COMMERCIAL DEALERS.  
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OFFER:—

**1956** 3-ton BEDFORD petrol drop-side truck, one careful C-horse used, excellent condition, £150.

**1955** BEDFORD 7-ton forward-control short-wheelbase diesel steel U-shaped bodied tipper, 33 res., spare, taxed for quick sale, £175.

CASH buyers for good used commercial vehicles.

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**1958** Short-wheelbase BEDFORD, U-shaped body, 100 cu.-ft. diesel, £475.

**R.** JUSTICE, Windy Closes, Underwood, Notts. Phone, Langley Mill 3182.

b48

**Used Goods Vehicles (contd.)**

**LAWSON PIGOTT MOTORS, LTD.**,  
MAIN BEDFORD DEALERS.

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**BOXVANS**, Luton vans, pantechnicons, uppers, trucks and articulated vehicles. Special bodywork—composite or aluminium alloy.

**WE** can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendation we stand by our word.

**NEW BEDFORDS** for immediate delivery.

**NEW BEDFORD** 4-ton normal-control chassis-cab, diesel.

**NEW BEDFORD** TK 7-ton short-wheelbase chassis-cab, diesel.

**NEW BEDFORD** TK 7½-ton short-wheelbase upper.

**NEW BEDFORD** TK 7-ton long-wheelbase chassis-cab.

**NEW BEDFORD** 12-ton tractor unit, diesel.

**NEW BEDFORD** 10-12- and 15-cwt. short- and long-wheelbase vans.

**NEW BEDFORD** 12½-seater conversions, most models available.

**1954** BEDFORD 7-ton truck, petrol, choice of two, £125 each.

**1955** BEDFORD 5-ton P6 diesel long-wheelbase truck, £195.

**1958** BEDFORD 7-ton diesel truck, 2-speed axle, 19½-t. body, £695.

**PART-EXCHANGES?** Certainly! Hire-purchase terms.

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THE BEDFORD MAIN DEALERS.

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BACKED BY SEVEN DAYS A WEEK AFTER-SALES  
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**NEW BEDFORD** 10-cwt. J.O.P. pick-up.

**NEW BEDFORD** 15-cwt. utility Busette, green and grey.

**NEW BEDFORD** 15-cwt. Calthorpe caravan, blue and cream.

**7-TON TK** 167-in. wheelbase, 300 diesel, chassis-cab, 8 x 25 x 20 Michelin X tyres, 3-piece wheels.

**NEW BEDFORD** 10-ton forward-control tractor, 300 diesel, 5-speed gearbox, air-brakes and Scammell coupling.

**USED BEDFORDS.**

**1960** BEDFORD Marshall utility Busette CAS, £550.

(Late) **1959** BEDFORD 7-ton, 300 diesel, fitted Baico extension, special 21-ft. flat platform body, headboard.

**1956** BEDFORD 7-ton platform, diesel, £425.

**1956** BEDFORD 10-ton tractor unit, diesel, £500.

**1954** Model BEDFORD 5-ton Luton, diesel, £350.

**1955** BEDFORD 15-cwt. CA vans from £195; choice of four.

**1955** BEDFORD 30-cwt. boxvan, petrol, £300.

**1956** BEDFORD 30-cwt. Spurling van, £250.

**PARSONS AND PARSONS (GARAGES), LTD.**

HARLOW, ESSEX.

Phone, Potter Street 121.

923-40

**1959** BEDFORD diesel J-type, steel tipper bodies with extension sides, £585 each. Choice of

**CENTRAL GARAGE (UPPINGHAM), LTD.**, Market Place, Uppingham. Phone, Uppingham 3290.

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**1959** BEDFORD Leyland diesel 7-cu.-yd. all-steel bodied tipper, £825.

**1954** BEDFORD diesel platform lorry, £225.

**1954** 8-ton BEDFORD diesel artic., fitted with

Scammell coupling gear, excellent condition.

**1957** 3-ton BEDFORD diesel truck, green, £325.

**JESSUPS (ROMFORD), LTD.**

LONDON RD., ROMFORD, ESSEX.

Phone, Rom 42424 923-59

**Used Goods Vehicles (contd.)**

**HAMILTON MOTORS (LONDON), LTD.**

THE MAIN BEDFORD DEALERS

**WE** always have a comprehensive stock of the first class Quality Tested and other BEDFORDS for your inspection.

**MAKE** sure you inspect these before you make your purchase. A sample of our stock is as follows:—

**NEW BEDFORDS** for immediate delivery.

**CA** Vans, diesel and petrol.

**4-TON** chassis-cab and trucks.

**7-TON**, all models.

**1956** BEDFORD 25-cwt. Spurling van, blue, £250.

**1953** BEDFORD 2½-ton drop-side truck, maroon, £125.

**1954** BEDFORD 5-ton tippers, £250.

**1956** BEDFORD 5-ton diesel truck, £425.

**1957** BEDFORD 6-ton diesel truck, £450.

**1956** BEDFORD 7-ton R6 diesel tipper, long wheelbase, £495.

**1952** BEDFORD 7-ton, alloy platform, Comet engine, £315.

**1955** BEDFORD 7-ton R6 truck, blue, £475.

**1956** BEDFORD 8-ton tractor, Tasker, £150.

UR showrooms are open until 6.30 p.m. daily and 3 p.m. Saturdays.

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SOUTHEND-ON-SEA.

Phone, 4334.

**1957** BEDFORD 8-ton tractor unit, 300-cu.-in. diesel, with Scammell coupling, £425.

**BEDFORD** forward-control 6-ton truck in excellent condition, £495.

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**HUNTER VEHICLES, LTD.**

CROWN WORKS,

290 SOUTHBUCKY ROAD.

ENFIELD.

**1955** BEDFORD 25-cwt. van, petrol, one owner, repainted green, £140.

**1956** BEDFORD 25-cwt. van, petrol, one owner, repainted green, £160.

**1960** BEDFORD 35-cwt. van, petrol, one owner, repainted green, £180.

**BEDFORD** 5-ton boxvan, P6 diesel, shutter to rear and near side, one owner, painted blue

E320.

**IMMEDIATE DELIVERY.**

HIRE-PURCHASE TERMS ARRANGED.

**HOWARD 4184.**

923-28

**1960**, September, BEDFORD 7-ton S-type 156-in. wheelbase chassis-cab, fitted Leyland 350-cu.-in. engine, Bedford 2½-ton rear axle, 8 x 20 tyres, 18-ft. hand-brill fixed-side tipping gear, calibrated to 16-cu.-yd. Edbro front end twin ram tipping gear, recently resprayed, immaculate condition throughout.

**RIX OF DEREHAM**, Norwich St., Dereham, Norfolk. 923-533 (four lines).

923-221

**1951** Long-wheelbase drop-side 5-ton tipper, in good running order, engine recently overhauled and new crown wheel and pinion fitted, newly painted, what offers? Phone 25779. Sheffield.

923-221

**1958** BEDFORD truck, QL4, fitted with Burtonwood coil, 100 cu.-in. rear axle, new tyres, £175.

**1952** BEDFORD long-wheelbase 5-ton boxvan, petrol engine, with roller-shutter back, very clean, 100% tyres. Dural body, £265.

**1947** BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £395. Edgware 2572. 923-94

**E. J. BAKER AND CO. (DORKING), LTD.**

BEDFORD

MAIN DEALERS.

**1959** BEDFORD tippers for sale, a fleet of 10 Model JSS (current type normal control) with 300 cu. ft. Bedford diesel engines, fitted with Anthony underfloor gears and 6-cu.-yd. Always Welding heavy-duty steel bolides, cab guards, 3/16-plate floors, fixed and dropped sides, 90° corner equipment, average mileage 45,000, ready for work, £775.

**BEDFORD-TYPE** Luton pantechnicon, 1,000 cu. ft., excellent order throughout, £175 each.

**1950** 55-61 LONDON STREET.

CHERTSEY.

Chertsey 2391

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## Used Goods Vehicles (contd.)

**ORMSKIRK MOTORS, LTD.**

MAIN VAUXHALL-BEDFORD DEALERS.

NEW BEDFORD 7-ton S-model tipper, standard Bedford body, 2-speed axle, 9.00 x 20 tyres. NEW BEDFORD 7-ton TK tipper, 3-speed gearbox, diesel engine. NEW BEDFORD 4-ton TK with Luton van body, in aluminium, diesel engine. NEW 7-ton TK BEDFORD chassis-cab, 167-in.-wheelbase, 2-speed axle, 9.00 x 20 tyres.

QUALITY used BEDFORDS.

1960 BEDFORD 8-ton tractor, diesel, 2-speed axle, Scammell coupling, cost over £1,300 new, now part-exchanges, our price £890.

1960, June, BEDFORD 10-ton tractor unit, 22,000 miles, only S.A.E. coupling, 8.25 x 20 tyres, £125.

23-ft Scammell trailer, 9.00 x 20 tyres, £340.

1959 BEDFORD 7-tonner, normal-control cab, 2-speed axle, diesel, Baico extension giving plus-form length to 19 ft., cost £1,600 new, one owner, one driver from new, our price £675.

1956 BEDFORD 5-ton, petrol engine, Baico extension to 19 ft., platform, one C-licence operator only, £275.

1956 BEDFORD 5-ton, P6 diesel, flat platform, one owner only, recently repainted, £275.

1950 BEDFORD 5-ton, P6 diesel, flat platform vehicle, Farm Fuels, Ltd., Seamer Rd., Scarborough. Phone 551.

COUNTY ROAD.

ORMSKIRK.

Phone, Ormskirk 2551-2-3. 923-465

1956 BEDFORD 5-ton tractor unit, Scammell hitch, good condition, £415. Arnold 7771. 923-389

1955 BEDFORD 5-ton boxvan, clean machine, ready for work. Below.

1958 BEDFORD-SCAMMELL 10-ton tractor unit, S-type, petrol, 2-speed axle, trailer stabilizer, immaculate condition throughout, offered by D. EASTWOOD (COMMERCIALS), 27 Aston Rd., D. North, Birmingham, 6. Ast 3467. 923-125

1958 BEDFORD 7-ton Leyland diesel, long-wheelbase truck, very good condition, £600.

1959 BEDFORD normal-control 7-ton diesel tipper, Telehoist gear and fixed-sided body, Bedford 2-speed axle, 9.00 x 20 tyres, genuine 18,000 miles, showroom condition, £895. Shaw and Kilburn, Ltd., 143 Cambridge St., Aylesbury. Phone 2321. 923-104

K.J. MOTORS, LTD., offer—

BEDFORD 5-ton 5-cu-yd. drop-side tipper, fitted petrol engine, one-owner vehicle, £395.

BEDFORD 5-ton 5-cu-yd. drop-side tipper, fitted petrol engine, one-owner vehicle, £315.

BEDFORD van C.A.F.V., finished in grey, a one-owner vehicle, low mileage, £325. Widmore Rd., Bromley, Kent. Ravensbourne 3426. 923-192

1958 BEDFORD 10-ton cab, in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 923-270

CAPITAL MOTOR CO., LTD.

REMINGTON STREET,

CITY ROAD, LONDON, N.I.

Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

NEW BEDFORD 15-cwt. 90-in. and 102-in.-wheelbase diesel vans, ex stock.

NEW BEDFORD 15-cwt. 102-in-wheelbase and 90-in.-wheelbase petrol vans, immediate delivery.

NEW BEDFORD 8-ton tractor unit, immediate delivery.

NEW BEDFORD 12-ton tractor unit, 350-cu-in. engine, early delivery.

NEW BEDFORD 3-ton normal-control 143-in.-wheelbase diesel drop-side truck, immediate delivery.

NEW BEDFORD 7-ton forward-control 120-in.-wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

1957-59 BEDFORD CA vans, good condition, from £150.

1956 BEDFORD 4-ton diesel drop-side truck, one owner, £275.

FOR immediate delivery of the above new BEDFORDS

PLEASE phone Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.I. 923-305

1950 BEDFORD B.T.C. articulated platform vehicle, Perkins P6 engine, good condition, £295. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddesdon 4567. 923-268

1958 BEDFORD (petrol) 5-ton forward-control platform trucks (two), from £450.

NEW BEDFORD TK TIPPERS.

120-IN. AND 151-IN. WHEELBASE.

AVAILABLE FOR IMMEDIATE DELIVERY.

BARTON MOTORS (PRESTON), LTD.

Preston. Preston 4664. 923-429

1960 BEDFORD 4-ton diesel normal-control drop-side truck, 14,000 miles, £585. DAWNIER MOTORS, LTD., Phone, Ewell 2382. 923-294

## Used Goods Vehicles (contd.)

5 TON BEDFORD, petrol, 15-ft. hardwood platform, a sound vehicle, £75.

1953 5-ton A-type BEDFORD, petrol, £225.

E. J. BAKER AND CO. (DORKING), LTD.

Phone, Dorking 3822, ext. 19. 923-370

1960, July, BEDFORD 7-ton diesel 17-ft. 4-in. drop-floor gear with rack and pinion stabilizer, two-speed axle, 9.00 x 20 tyres.

BEDFORD 7-ton diesel, Leyland engine, long-wheelbase, platform body, 9.00 x 20 tyres.

THE above two vehicles are now surplus to our requirements. For disposal arrangements contact Manager, Farm Fuels, Ltd., Seamer Rd., Scarborough. Phone 551. 923-425

### Bedford Wanted

BEDFORDS wanted.

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WE want BEDFORDS! Trucks, tippers, vans, Lorries, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 923-734

BEDFORDS ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET,

LONDON, S.E.10.

Greenwich 2031-4. 923-894

### B.M.C.

B.M.C., 1959, one owner, light-alloy body, 2-speed axle, £75.

MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 6. Vic 6040; evenings, 8-24. 923-132

B.M.C., 1960, 7-ton tipper, 12-ft. steel fixed-side.

D. D. EASTWOOD (COMMERCIALS), 27 Aston Rd., D. North, Birmingham, 6. Ast 3467. 923-118

B.M.C., May, 1960, 7-ton medium-wheelbase tipper, 2-speed axle, 9.00 x 20 tyres, £875.

CARDALE GARAGE, 269 Carlton Rd., Notting 52014. 923-X6768

1959 B.M.C. 7-ton 20-ft. drop-side truck, high sides, glass-fibre cab, many extras, £895. Wray Park Garages, Ltd., Reigate 2263. 923-377

WHIPPLES, LTD.

GRANTHAM.

Phone 267-8.

AFTER HOURS 1699 OR 1455.

1959 B.M.C. MORRIS 7-ton diesel truck, £585.

1958 B.M.C. AUSTIN pick-up truck, £245.

COMPARE THESE PRICES. 923-490

B.M.C., 7-ton 18-ft. platform trolley, registered May, 1957, fitted with Baico extension, Eaton 2-speed axle, power steering, 28,000 miles only since fitting reconditioned engine, £450. Full details from R. Cipps and Co., Ltd., Abbey Bridge, Lenton, Nottingham. Phone 71161. 923-509

1957 B.M.C. 6-wheel flat with fitted Boys extension.

CENTRAL GARAGE (UPPINGHAM), LTD., Market Place, Uppingham. Phone, Uppingham 3296. 923-531

### BRISTOL

1953 BRISTOL 8-wheeler, 24-ft. 6-in. platform, Leyland 600 engine, 2-speed box, single-drive axle, air brakes, unladen weight 10 cwt., in good condition throughout, £725, offered by

CHELTENHAM CAR MART, LTD., Winchcombe St., Cheltenham. Phone 3081. 923-518

### COMMER

1953 COMMER QN light alloy platform body, excellent condition, £170. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 922-906

1958, June, COMMER TS1 diesel 7-ton truck, ever-ready, drive, air brakes, heater, etc., one owner and in outstanding order, £775.

JACK BYGRAVES, LTD., London Rd., Biggleswade, Beds. Phone, Biggleswade 2061. 923-46

COMMER, 1955, TS3, articulated unit, complete with 22-ft. platform semi-trailer, fifth-wheel coupling, good general condition.

COMMER, 1956, TS3, 7-ton tipper, fitted with wooden body, 12 ft. 6 in. long, 2 ft. 6 in. drop sides and top hinged tailboard, good general and mechanical condition very useful for sand and gravel.

COMMER, 1956, TS3, 7-ton platform trucks, fitted with 18-ft. wooden bodies, good general condition, choice of two.

MAYFAIR GARAGE, Coleshill Rd., Fazeley, Tamworth. Phone, Tam 3967. 923-9

1960 COMMER diesel 20-yd. tipper, excellent condition, very good tyres, very low mileage, cost £3,250, accept £1,800. Edgware 2572. 923-95

August 25, 1961—THE COMMERCIAL MOTOR 49  
(Supplement)

## Used Goods Vehicles (contd.)

1957 COMMER TS1 7-ton tipper, 9.00 x 20 tyres, helper springs, wood body, £450. H. KENDRICK, LTD., Carters Green, West Bromwich 0778. 923-126

1960 (Late) COMMER Unipower 6-wheeler with other extras, low mileage, £1,275.

1960 (Late) COMMER TS3 10-yd. tipper, in first-class order, very low mileage, one owner, air brakes, heater, etc., £925.

1958 COMMER TS3 6-wheeler, 22-ft. drop-sided, air brakes, heater, etc., in excellent running order, £750.

1958 COMMER TS3 4-wheel, 22-ft. alloy platform truck, air brakes, heater, etc., in excellent running order, £550.

ALSO a number of other good COMMERS in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. R. Stevenson 174. 923-244

1954 7-ton forward-control drop-side lorry, 18-ft. body, one C licence operator, in very good condition, recently painted, £100. Phone 25779. Sheffield 923-219

1953 7-ton platform with sides, mechanically sound, well worn, £100. Phone 2579. Sheffield 923-218

1960 15-cwt. body, good all round, 9.00 x 20 tyres, air brakes, heater, flashers, unladen weight 4 tons 15 cwt., two sliding doors, Wickham blue, very clean, £385. Brew Bros. Fremantle 3333. 923-289

COMMER, July, 1960, 7-ton TS3 short-wheelbase tipper, air brakes, 5-speed box, 9.00 x 20 tyres, £800. Commer 1957 7-ton TS3 long-wheelbase twin end ram tipper, £350. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 923-x6768

COMMER TS3 7-ton long-wheelbase, 1957. JACKERY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5581. 923-416

1958 COMMER 6-wheeler flat platform lorry, 21-ft. body, good all round, 9.00 x 20 tyres, air brakes, heater, flashers, unladen weight 4 tons 15 cwt., two sliding doors, Wickham blue, very clean, £385. Brew Bros. Freesbury Rd., Leighton Buzzard. Phone 2192. 923-395

COMMER TS3 diesel 1957 power tipper, £385.

WALTER WALKER (ECCLESFIELD), LTD., 248 The Common, Ecclesfield 3667. 923-677

### DENNIS

DENNIS Stork 1955 pantechnicon, 1,100 cu. ft., in very good order both mechanically and as regards bodywork, painted dark blue, one previous owner, £385.

JACKSON'S GARAGE, Osplow St., Guildford. Phone 6225. 923-625

1952 (Late) DENNIS Jubilant 6-wheel platform lorry, double drive, ready for work, £250 o.n.o. Oswaldo Tilston, Ltd., Summit Works, Burnley. Phone 2201-4. 923-446

### DODGE

DODGE 1955 7-ton model 14AR6 18-ft. 6-in. drop-side lorry, modified engine, 2-speed axle, £295. OWBERRY'S GARAGE, Oshill Rd., Handsworth, Birmingham, Northern 3539. 923-140

1956 DODGE 146 AR6 7-ton long-wheelbase 18-ft. 6-in. sided truck, 2-speed axle, etc., £350.

E. AND J. DAVIS, Stockwell Rd., Handsworth, Birmingham. Nor 3934. 923-228

1957 DODGE 103 AR6 6-ton diesel tipper, 9.00 x 20 tyres, heavy duty, 2-speed axle, Helper springs, etc., £495.

G. W. HENDRICK, LTD., Carters Green, West Brom. 923-277

1956 DODGE, 1,100-cu.-ft. pantechnicon, one owner, used on local deliveries only, excellent condition, ready for immediate service, Camkin Motors, Ltd., Sherborne, Dorset. Phone 681-2. 923-182

### MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY, N.W.2.

Gladstone 2234-5-6-7.

ALL models from stock or early delivery.

COMPLETE spares service for all types.

PARKINS, diesel, every facility. 923-219

DODGE, July, 1960, short-wheelbase tipper, Leyland engine, 2-speed axle, 9.00 x 20 tyres, 18,000 miles only, £875. Dodge 1957 6-wheel, 22-ft. drop-side body, Boys extension, 2-speed axle, good tyres, good condition, £325. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 923-x6768

### E.R.F.

E.R.F. 8-wheeled tipper, September 1958. Phone 8-23434. 924-6226

1958 E.R.F. twin steering 6-wheeler, 5LW Gardner, latest of late cab, automatic greaser, platform body, latest interior, fully recommended, unladen weight 4 tons 19 cwt.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 923-282

### FODEN

THREE (3) unregistered ex-W.D. FODEN 6-wheeler 12-ton truck, Gardner 6 L.W., new batteries, spare wheels, £850 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 922-904

TWO 1948 FODEN, 18-ft. flat bodies, good tyres, 4LW. C-licence operator, flat-front cabs, smart condition, £325. Edgware 2572. 923-91

### Used Goods Vehicles (contd.)

**TWO** 8-wheeler FODENS, 24-ft. flats, double drive, 6-LW engines, 1950, £650 each. North Derbyshire Engineering, Ltd., Darley Dale, Matlock, Derbyshire. Phone, Darley Dale 3381. 923-332

**1949** FODEN 6-wheeler, in first-class condition with 22-ft. platform body. Gardner 6LW, 9.00 x 20 (12-ply) tyres, and mechanical sack loader. Sparshats (Lories), Ltd., 163 High St., Southampton. Phone, Southampton 23761.

### FORD THAMES AND FORDSON

**1961**, July. THAMES Trader.

**LONG-WHEELBASE** drop-side lorry with 6-cylinder 6LW engine, first registered July, 1961, 400 miles only, sale due to special circumstances concerned with previous operator, painted blue but unfettered, now offered at a most attractive price for quick sale, full warranty applicable.

**SKELEYS OF MOTHERWELL, LTD.** Main FORD dealers, Airbles Rd., Motherwell. Phone, 2351. 923-6268

**1959** THAMES Trader 7-ton long-wheelbase drop-side truck, 9.00 x 20 tyres, all extras, choice of two from £650.

**1959** THAMES Trader, 7-ton 160-in. wheelbase upper, wooden 15-ft. body, 4LNX tipping rear, 9.00 x 20 tyres, all extras, ex C licence user, immaculate throughout. £850. Furrows, Ltd., Coton Hill, Shrewsbury. Phone, Shrewsbury 3631.

**FORD** Themas Trader 1959 7-ton short-wheelbase tipper, fitted with the 6D diesel engine and 8-cu.-yd. steel body, 9.00 x 20 tyres, general condition.

**FORD** Themas Trader 1958 5-ton long-wheelbase tipper, fitted with the 6D diesel engine and 12-ft. 6-in. long wooden body with 2-ft. double height drop sides, good general condition and ready for immediate work.

**MAYFAIR GARAGE**, Colleshill Rd., Fazeley, Tamworth. Phone, 1396-7. 923-10

**DECEMBER**, 1959. 7-ton Themas Trader upper, 16-cu.-yd. body, Eaton 2-speed axle, one owner, operating on C licence. £810. John Norman Motors, Ltd., 1 Market Rd., Cardiff. Phone, 24146. 923-34

**1957** FORD 4D normal-control 4.5-ton long-wheelbase tipper, 8-cu.-yd. wooden body, £215. Below.

**1959** FORD Trader 7-ton short-wheelbase tipper, 8-cu.-yd. steel drop-side body, £695. Barnet 1066, 9 a.m. to 6 p.m. 923-100

**1958** Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £456. Edgware 2572. 923-93

**1959** Trader 6D, 20-ft. light-alloy platform, 2-speed

**MIDLAND VEHICLE AGENCY**, 164 High St., Birmingham, 6. Vic 6040. evenings, Northern 8-34. 923-131

**1960**, June. Trader, 10-ton, 21-ft. platform, County third axle, extras, low mileage, gift at 1950.

**1960**, February. Trader, 7-ton 17-ft. drop-side, low mileage, 9.00 x 20, £700. 923-100

**1960**, August. Trader—steel wheelbase U-shaped tipper, Hydrolube brake, 3-piece wheels, low mileage, only £700.

**1955** FORDSON 5-ton drop-side truck, P8 engine, clean £200.

**1955** FORD 4D diesel 2-ton drop-side, £195.

**D.** EASTWOOD (COMMERCIALS), 27 Aston Rd., North, Birmingham, 6. Ast 3467. 923-119

**TIPPERS.**

**D**RAMATIC price reductions. 1957-59 Themas Trader and short-wheelbase tippers, only four left.

**NORMAN REEVES (MOTORS), LTD.**, 215-218 High St., Uxbridge, Middlesex. Uxbridge 33444 (seven lines). 923-156

### GATES OF WOODFORD,

MAIN FORD DEALERS.

CHIGWELL ROAD,

WOODFORD GREEN.

Wanted 6633.

**1960** Trader 6-wheel, double-drive platform, power steering, air brakes, etc. etc. £1,875.

**1960** Trader 8-cu.-yd. tipper, Ebdro front ram, excellent condition, £950.

**GOOD** selection of Themas, 5- and 7-ton trucks and platforms, from £400. 923-200

**1959** FORD 7-cwt. van, one owner, low mileage, £285.

**PUTTOCKS, LTD.**, High St., Guildford. Phone, 5391. 923-179

**1957** Trader 5-ton 6D long-wheelbase drop-side truck, red, very tidy, £525.

**1957** Trader 5-ton 4D long-wheelbase drop-side truck, excellent condition, £600.

**1956** Themas 4-ton 4D long-wheelbase chassis-cab, sound order throughout, £250.

**1955** Themas 4.5-ton 4D long-wheelbase drop-side truck, painted blue, £325.

**VICTOR MOTOR CO., LTD.**, main FORD dealers, Winchcombe St., Cheltenham. Phone, Cheltenham 55386-7-8-9. 923-x6784

**1960** FORD Trader 7-ton diesel long-wheelbase drop-side truck, £620.

**1960** FORD 7-ton diesel long-wheelbase drop-side truck, £715.

**1958** FORD Trader diesel 4-ton platform truck, £325.

**DAWNER MOTORS, LTD.**, Ewell, By-pass, Surrey. Phone, Ewell 2382. 923-293

**1958** 7-ton Trader, 17-ft. 6-in. drop-side body, 9.00 x 20s., recent new engine, axle and gearbox, in good, clean condition, £450. Watford 31863. 923-174

**1960** FORD THAMES Trader 6D platform truck, perfect order throughout. £715. Uppington GARAGE, LTD., Market Place, Uppington. Phone, Uppington 3296. 923-530

### Used Goods Vehicles (contd.)

#### HUNTER VEHICLES, LTD.

CROWN WORKS,  
290 SOUTHBUURY ROAD,  
ENFIELD.

**1956** Thames truck, 3-ton, long wheelbase, painted blue, one owner, £220.

**1956** Thames 3-ton boxvan, 525 cu. ft., shutter to front and near side, one owner, £275.

**1956** Thames 3-ton chassis-cab, 157-in. wheelbase, 4-ton tyres, one owner, £160.

#### IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

**HOWARD** 4184.

923-259

**1959** Trader Primrose 6-wheeler, Eaton 2-speed, wooden platform body, this truck has never been used, painted blue, body painted called chocolate in a container which was fitted when new. In really first-class condition throughout, bargain price £785.

**COMMERCIAL VEHICLES (SOUTHERN), LTD.**, Station Rd., Cullompton, Devon. Phone, Cullompton 3316.

**1960**, November. Themas Trader County 6-wheeler with 22-ft. drop-sided body, double drive, negligible mileage, as new.

**1960**, October. Themas Trader County 6-wheeler with 22-ft. drop-sided body, single drive, negligible mileage, as new.

**1960** (unregistered) Themas Trader 6D tractor unit, S & E coupling, negligible mileage, as new.

**ALSO** many other good Traders in stock, flats, artics,

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Steeplegate 174. 923-243

#### GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

**TRADER** 4D diesel 4-ton chassis, fitted with 1.250-cu.-ft. low-loading Luton body, new and unregistered, works for early delivery, £1,220.

**TRADER** 4D diesel 4-ton low-frame chassis, fitted with 1.250-cu.-ft. body, as above, early delivery from stock, £1,120.

**1955** Themas 4D diesel pantechicon, recently reconditioned engine, £175.

**ALSO** a selection of Themas 5- and 7-cwt. vans always available.

**MITCHAM LANE**, S.W.16, Streatham 3133-4. 923-350

**ONE** 7-ton FORD Themas Trader, 1960, 18-ft. platform, Ltd., Rose Hill, Ticehurst, Wadhurst, Sussex. Phone, Ticehurst 443. 923-443

**1959** FORD Trader diesel 7-ton tipper (rebuilt as new) 16-cu.-ft. wooden wheelbase, steel body, repainted for export, £1,000.

**RYLAND GARAGE, LTD.**, Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 921-283

**1958** FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £525.

**1959** FORD 1,000-cu.-ft. Luton van, excellent condition, one owner, £595.

**CAPITAL MOTOR CO. LTD.**, Remington St., City Rd., N.I. Clerkenwell 7456-9. 923-306

**1959** LEYLAND Super Comet tractor units, air

brakes, 2-speed axle, fifth-wheel coupling.

**SWALD TILLOTSON, LTD.**, Summit Works, Burnley. Phone, 2201-4. 923-245

**LEYLAND** Comet forward-control platform truck, good condition, £95.

**CAPITAL MOTOR CO. LTD.**, Remington St., City Rd., N.I. Clerkenwell 7456. 923-302

**1959** LEYLAND Super Comet tractor units, air

brakes, 2-speed axle, fifth-wheel coupling.

**LEYLAND** Octopus 1960 long-wheelbase tipper, as new.

**LEYLAND** Steer, 1956, 600 engine, platform body, air

brakes and 4-wheel drive. £1,000.

**CENTRAL GARAGE**, Barley Rd., Epsom Elmsall, near

Pontefract. Phone, South Elmsall 276-7-8. 923-517

**1957** LEYLAND Comet short-wheelbase drop-side

tipper with extensions, weight 4 tons 14 cwt., in good order, £775.

**COTTAGE AND EDWARDS, LTD.**, Nottingham. Phone, 4667-4. 923-517

**1956** Comet long-wheelbase platform, £450.

**1955** Comet long-wheelbase platform, £355.

**1947** Octopus long-wheelbase platform, choice of four

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362 456. 457. 923-470

### Used Goods Vehicles (contd.)

#### KARRIER

**1959** KARRIER Gamecock diesel 4-ton with Bonalack drop-side body, genuine mileage only 41,000, cost £1,725. £725. G. HARPER, LTD., London Rd., Stevenage, Herts. 923-45

**G.** Phone, 700.

**KARRIER** WANTED  
8 ft. 6 in.  
**K.** THRUSSELL, 61 Old Stoke Rd., Aylesbury. 926-6335

#### LAND ROVER

**GOOD** supply of used LAND ROVERS always in stock.

**COOMBS COMMERCIALS (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 923-224

**LAND ROVER** station wagon 7-seater, genuine 20,000 miles, one titled owner, 1956, many extras, £435. B. J. Champ, Ltd., Handforth, Cheshire. Phone, Mercury 923-448

#### LEYLAND

**1955** LEYLAND 8-wheeler, fitted Mann Egerton insulated container 1959, all in excellent order, can be seen Gibson's, Leyland agents, Aberdeen. Bookless Bros., Ltd., 149 Bridgegate, Glasgow. Phone, Bel 0628. 924-623

**1956** LEYLAND Comet long-wheelbase drop-side, 10-speed, 2-speed axle, heater, excellent tyres, 18-ft. body, ex-C-licence user, £650. Furrows, Ltd., Coton Hill, Shrewsbury. Phone, Shrewsbury 3631. 923-6304

**LEYLAND** Comet 1-ton forward-control long-wheelbase platform tipper, 9.00 x 20 tyres, rebuilt 1960, £750. Confidential HIRE terms arranged.

**HILLS DIESELS, LTD.**, Port St., Manchester. 923-30

**LEYLAND** Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in. long wooden body with 4-ft. fixed sides, very clean condition, £650.

**MAYFAIR GARAGE**, Colleshill Rd., Fazeley, Tamworth. Phone, Tam 1396-7. 923-11

**LEYLAND** Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in. long wooden body with 4-ft. fixed sides, very clean condition, £650.

**MIDLAND VEHICLE AGENCY**, 164 High St., Birmingham, 6. Vic 6040. evenings, Northern 8-34. 923-130

**LEYLAND** Comet 1957 long-wheelbase tipper, 105 engine, 2-speed, axle, 8-yd. body, £750. Phone, Uppminster 5350. 923-252

**LEYLAND** short-wheelbase tipper, 105 engine, 2-speed, axle, 8-yd. body, £750.

**MIDLAND VEHICLE AGENCY**, 164 High St., Birmingham, 6. Vic 6040. evenings, Northern 8-34. 923-130

**LEYLAND** Octopus 1952, 24-ft. drop-side body, double drive, excellent condition, £850. Phone, Upminster 5350. 923-255

**LEYLAND** Comet forward-control platform truck, good condition, £95.

**CAPITAL MOTOR CO. LTD.**, Remington St., City Rd., N.I. Clerkenwell 7456. 923-302

**1959** LEYLAND Super Comet tractor units, air

brakes, 2-speed axle, fifth-wheel coupling.

**SWALD TILLOTSON, LTD.**, Summit Works, Burnley. Phone, 2201-4. 923-245

**LEYLAND** Octopus 1960 long-wheelbase tipper, as new.

**LEYLAND** Steer, 1956, 600 engine, platform body, air

brakes and 4-wheel drive. £1,000.

**CENTRAL GARAGE**, Barley Rd., Epsom Elmsall, near

Pontefract. Phone, South Elmsall 276-7-8. 923-517

**1957** LEYLAND Comet short-wheelbase drop-side

tipper with extensions, weight 4 tons 14 cwt., in good order, £775.

**COTTAGE AND EDWARDS, LTD.**, Nottingham. Phone, 4667-4. 923-517

**1956** Comet long-wheelbase platform, £450.

**1955** Comet long-wheelbase platform, £355.

**1947** Octopus long-wheelbase platform, choice of four

**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362 456. 457. 923-470

**MORRIS AND MORRIS-COMMERCIAL**

**1957**, August. MORRIS 5-ton long-wheelbase diesel, boxvan body approx. 850 cu. ft., rear roller shutter door, ex private company £150. Wellington Garage (Oldham), Ltd., Huddersfield Rd., Oldham. Phone, Main 9109. 923-419

**Morris and Morris-Commercial Wanted**

**MORRIS** 4 x 4 hydraulic winch, petrol or diesel. Phone, 3386. M. G. Fogarty, Ltd., 17-19 Guildford St., Chertsey. 923-19

#### SCAMMELL

**PARADISE MOTORS**, Geldart Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton SCAMMELLs and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 922-830

**A** Number of good SCAMMELL tractor units in stock, 1948-58, with or without trailers, flats and low-loaders, all at very reasonable prices.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Steeplegate 174. 923-241

#### SEDDON

**NEWPORT MOTOR SERVICE**, East Usk Rd., Newport, Mon. Phone, 59441.

**SEDDON** distributors for Monmouthshire. 923-535

## Used Goods Vehicles (contd.)

### STANDARD

**1960** STANDARD Atlas van, side loader door, ex-demonstration van, low mileage and in nearly new condition, £250. **PUTTOCKS, LTD.**, High St., Guildford. Phone 5391. 923-178

### THORNYCROFT

#### MARSTON MOTOR CO. LTD.

SEVEN SISTERS ROAD,  
TOTTHAM, LONDON, N.15.  
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SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES. WE CAN OFFER ADVANTAGEOUS DELIVERY OF ALL.

#### THORNYCROFT MODELS. FOR IMMEDIATE DELIVERY.

NEW long-wheelbase Mastiff 14-ton G.V.W. 4-wheel chassis-cabs. 923-154

### UNCLASSIFIED

#### ROOTES, LTD.

### OFFER

1960, April, COMMER 7-ton Rootes diesel, 18-ft. drop-side lorry, helper springs, heater, flashers, 9.00 x 20 tyres, 4-wheel, tank, excellent condition.

**£1,250.**

1956, June, BEDFORD 3-ton boxvan body, approx. 650 cu. ft., detachable interior laths, exterior attachment for glass, 36,000 miles only, excellent condition.

**£375.**

1958, November, COMMER 7-ton Rootes diesel drop-sider, 9.00 x 20 tyre equipment, excellent condition.

**£795.**

1955, June, ALBION 10-ton Reiver 6-wheel double-drive platform lorry, good condition, good tyres.

**£595.**

1956, June, BEDFORD 10-12-cwt. van, blue, good condition, good tyres, one owner.

**£125.**

1961, January, COMMER 4-ton milk float with canopy roof, excellent condition, nominal mileage, used for demonstration only, taxed, cost £635.

ACCEPT **£545.**

#### COMMERCIAL VEHICLE DIVISION.

#### ROOTES, LTD.

CHESTER ROAD,

MANCHESTER, 15.

Phone, Blackfriars 6677. 923-6314

### BRISTOL STREET MOTORS, BIRMINGHAM.

### USED TIPPERS AND TRUCKS.

#### TIPPERS.

**1960** 7-ton THAMES Trader short-wheelbase steel body tipper in excellent condition, £800. **1960** 6-ton BEDFORD diesel short-wheelbase steel body tipper, 14,000 miles, in superb condition, £800.

**1958** AUSTIN long-wheelbase tipper, one C-licence and £1350. **1958** DODGE 7-ton long-wheelbase diesel tipper, 2-speed axle, 5-speed gearbox, recently repainted, £425.

**1960** AUSTIN 7-ton long-wheelbase tipper, double-drop-side steel body, B.M.C. 6-cylinder diesel engine, power steering, 2-speed axle, in magnificent condition, £850.

**1956** THAMES 4D short-wheelbase 4-ton tipper, recently reconditioned, £580.

**1954** THAMES 4-ton short-wheelbase diesel tipper, ready for work, £175.

#### TRUCKS.

**1958** 7-ton THAMES Trader long-wheelbase truck, in excellent condition, fitted with double-drop-side alloy body, £650.

**1958** 5-ton THAMES Trader long-wheelbase truck, repainted, £475.

**1955** 7-ton DODGE long-wheelbase drop-side truck, 9.00 x 20 tyres, Perkins P6 engine, £200.

**1954** 7-ton BEDFORD long-wheelbase truck, R.G. engine, recently reconditioned, £325.

**1956** 6-ton DODGE long-wheelbase truck, P6 engine, £300.

**1956** 3-ton GUY Vixen, P4 diesel engine, new body, new tyres, £200.

EAST H.P. BY OUR OWN DEPARTMENT.

#### BRISTOL STREET MOTORS, LTD.

FORD DISTRIBUTOR.

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Open daily (including Saturdays) till 8 p.m.

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### CARMICHAEL'S FOR COMMERCIALS.

PHONE, KEMPSLEY 439 AND 417.

### NEW VEHICLES FOR IMMEDIATE AND EARLY DELIVERY.

#### LEYLANDS. ALBIIONS. AUSTINS.

### NEW VEHICLES FROM STOCK.

#### LEYLAND Comet SR, 22-ft, 6-in. body.

#### AUSTIN 7-ton medium-wheelbase tipper, drop side.

COMMER 7-ton cement-limestone bulk delivery tanker with gear and blower.

LARGEST SELECTION OF SECOND-HAND COMMERCIAL VEHICLES IN THE MIDLANDS.

### B.M.C.

**1959** AUSTIN artic. diesel together with coupling, forward control, drop-side diesel truck.

**1958** AUSTIN 5-ton diesel, drop side.

**1958** AUSTIN artic. diesel with coupling, forward control.

**1956** AUSTIN 7-ton long-wheelbase platform, forward control.

**1957** AUSTIN 7-ton long-wheelbase diesel drop-side truck.

**1954** MORRIS 5-ton long-wheelbase petrol platform, forward control.

### COMMER.

**1958** COMMER 7-ton forward-control diesel with rear drop-side body.

**1960** COMMER 7-ton forward-control drop-side long-wheelbase, detachable high racks.

**1955** COMMER 5-ton drop-side P6 truck.

### ALBION.

**1955** ALBION Chieftain, alloy drop-side body, choice of two.

### BEDFORD.

**1956** BEDFORD forward-control long-wheelbase diesel drop-side truck, 7 ton.

**1958** BEDFORD 7-ton long-wheelbase diesel, drop side.

**1949** BEDFORD 2-ton drop-side, petrol, excellent condition.

### DODGE.

**1958** 7-ton diesel long-wheelbase platform.

### FORD.

**1959** THAMES Trader long-wheelbase diesel drop-side truck, 7 ton.

**1956** THAMES Sussex 6-wheel tipper, high sides.

### MAUDSLAY.

**1947** MAUDSLAY, A.E.C. 7.7 engine, 8-ton drop-side.

**1949** MAUDSLAY, A.E.C. 7.7 engine, 8-ton drop-side.

### FODEN.

**1957** FODEN diesel 8-wheeler long-wheelbase drop-side truck.

**CARMICHAEL AND SONS (WORCESTER), LTD.**

CLERKENLEAP DEPOT,

NR. WORCESTER.

923-6

**1955** A.E.C. Mercury long-wheelbase truck, excellent order £800.

**1959** TRADER 7-ton long-wheelbase drop-side truck, 9.00 x 20 tyres, £690.

**1958** TRADER 7-ton long-wheelbase chassis-cab, 9.00 x 20 tyres, £595.

**1957** B.M.C. 7-ton long-wheelbase drop-side truck, £550.

**1958** TRADER 5-ton heavy-duty truck, 21-ft body, 6D excellent order, £570.

**1956** DODGE 7-ton long-wheelbase tipper, P6, 2-speed axle, £400.

**1956** 7-ton long-wheelbase truck, £400.

### COUNTY GARAGE, LTD.

LOWTHER STREET,

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### DEES OF CROYDON

CROYDON 6011.

A SELECTION OF OUR USED VEHICLES, MANY COVERED BY A1 WARRANTY AND ALL IN SOUND ROADWORTHY CONDITION.

**1959** BEDFORD 300 diesel 7-ton long-wheelbase truck, low-mileage engine, 8.25 x 20 12-ply tyres, £110.

**1957** TRADER 7-ton 152-in. wheelbase 6D truck, £450.

**1959** TRADER 7-ton 160-in. wheelbase 6D chassis-cab, 8.25 x 20 tyres, £575.

**1955** BEDFORD 7-ton truck, 8.25 x 20 tyres, £295.

**1958** TRADER articulated unit, £550.

**1959** TRADER 7-ton 4D 152-in. wheelbase truck, £660.

### HUBERT DEES, LTD.

15-19 BRIGHTON ROAD,

SOUTH CROYDON

Croydon 6011.

923-17

August 25, 1961—THE COMMERCIAL MOTOR 51

(Supplement)

## Used Goods Vehicles (contd.)

AT GREAT NORTH ROAD, SANDY, BEDS.

JOHN JORDAN,

E.R.F. DISTRIBUTORS, OFFICIAL FORD AND COMMER DEALERS.  
Phone, Sandy 271 (three lines).

### COMMER.

**1960** COMMER Unipower 6-wheeler, 21-ft. platform, power steering, air brakes, £1,425.

**1960** COMMER TS3 standard 7-yd. tipper, air brakes, checked £950.

**1958** COMMER TS3 18-ft. drop-sider, air brakes, repainted, £725.

**1958** COMMER TS3 medium-wheelbase tipper, new chassis-cab, 8.25 x 20, £1,050.

**1955** COMMER TS3 18-ft. drop-sider, recent factory engine and gearbox, £375.

**1957** COMMER Superpoise, 16-ft. drop-sider, P6 latest shape, 5-speed, £295.

### FORD.

**1960** NEW Trader, 4D, long-wheelbase, 152-in. low frame, 4x4-ton chassis-cab, immediate delivery.

**1961** TRADER 7-ton 17-ft. platform, 15,000 miles.

**1960** FORD 15-cwt. pick-up truck, low mileage, £595.

**1960** TRADER 6D 7-ton 17-ft. drop-sider, £700.

**1960** TRADER 6D 7-ton long-wheelbase tractor, mileage 23,000 miles only, as new, £790.

**1959** TRADER, 6D, 7-ton long-wheelbase tipper, delivery seven days.

**1959** FORD 4D, standard 16-ft. diesel drop-siders, £425; choice of three.

### BEDFORD.

**1960** BEDFORD J type normal-control 10-yd. stepliner, 300 engine, 2-speed, 28,000 miles, clean.

### VANS, DIESEL.

**6-TON:** 1952 GUY Otter 17-ft. van, roller shutter, £295.

**6-TON:** 1952 BEDFORD, translucent roof, Eaton 2-speed, Gardner 4LK, taxed.

**6-TON:** 1955 B.M.C. Standard normal-control 3-ton van, £345.

**2-TON:** 1956 FORD 4D 2-ton. Standard 2-ton van, trans.

**2-TON:** 1956 BEDFORD CA vans, repainted, £165.

**7-CWT.:** 1956 COMMER Express Delivery van, £325.

**7-CWT.:** 1956 FORD 7-cwt. van, factory blue, immaculate, £130.

**H.P.** Arranged. Open Sunday mornings. Exchanges 923-38

### CLOCK SERVICE STATION,

CASTLE BROMWICH.

Cas 2615.

### FOR BIRMINGHAM'S BEST USED TRUCKS.

**1959** THAMES Trader 7-ton truck, powered by 6D 6-cylinder diesel engine, complete with 18-in. timber double-drop-side body, width 7 ft., drop sides 1 ft. 6 in., well shod with 8.25 x 20 tyres, extremely tidy cab and interior, excellent value at £655.

**1959** BEDFORD short-wheelbase 7-ton tipper, all-new, steel heavy-duty body and equipment, fitted with Bedford 300 diesel engine, repainted 2-tone grey, £760.

**1958** COMMER diesel 5-ton long-wheelbase alloy platform truck, repainted, low mileage, original tyres in good condition, useful vehicle for coal trade, etc., £600.

**1956** THAMES 4D Luton van, being repainted, whole vehicle in good condition, including tyres, etc., only £100.

**1955** THAMES 4D extended-chassis long-wheelbase drop-side truck, tyres, etc., in good condition, ideal for coal trade, etc., £210.

**1950** TWO COMMER TS3 long-wheelbase diesel trucks, one drop-side, one platform, bodies rough, one mechanically cheap for quick sale, reasonable offers.

ANY NEW COMMER VEHICLES SUPPLIED

WE ALWAYS HAVE NUMEROUS TRUCKS, VANS, ETC., IN STOCK.

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FOR ALL YOUR COMMERCIAL VEHICLE REQUIREMENTS.

A R OOTES COMPANY.

923-36

### COACHES AND COMPONENTS, LTD.

92-94 STAMFORD HILL, N.16.

Stamford Hill 8444.

**1958** FORD Trader 5-cu.yd. tipper, very good condition, new tyres.

**1957** FORD Trader 5-cu.yd. tipper, very good condition, all new tyres.

**1957** FORD 4D Luton van, very good condition

WE also have a good range of used BEDFORD 15-cwt. vans and conversions.

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**O**SWALD TILLOTSON, LTD.,  
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Phone 2201-4.

A.E.C. AUTHORIZED DEALERS.

MORRIS-COMMERCIAL AND YORK TRAILER DISTRIBUTORS.

DEPOTS AT  
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Phone 22377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.  
Phone, Pendleton 2845-6.

KINGSWAY WEST, DUNDEE.  
Phone 66336.

BRYMO GARAGE,  
NEWCASTLE-UNDER-LYNE.  
Phone, Newcastle-under-Lyne 51331.

**1957** THAMES Trader, 6D engine, 17-ft. 6-in. platform body.

**1959** LEYLAND Super Comet tractor unit, fifth-wheel coupling, air brakes, immaculate condition, choice of two.

**BRISTOL** crawler tractor, Model 22, P3 diesel engine, complete with Frak Grips.

**1958** A.E.C. Mammoth Major, 8-wheeler, 9.6 engine

**CARRIMORE** 4-wheel trailer, 16-ft. wood platform body.

**1958** SEDDON, 4LW engine, 2-speed axle, 18-ft. body.

**1959** PODEN 6-wheeler, 2-stroke engine, air brakes, 9-in. wheel platform body, immaculate.

**1959** GUY light 8-wheeler, 7.75 engine, 2-speed axle, 24-ft. platform body.

**1958** COMMER TS3, 2-stroke engine, 18-ft. platform body.

**1958** COMMER TS3, 2-stroke engine, 18-ft. platform body.

**1958** AUSTIN (B.M.C.) 7-ton, 6-cylinder diesel engine, 2-speed axle, 17-ft. platform body.

**1955** BEDFORD S-type tractor unit, Leyland engine, fifth-wheel coupling.

**1955** ALBION Chieftain tractor unit with Carrimore semi-trailer.

**1959** DODGE 6-wheel tipper, Leyland engine, Eaton Hendrickson third axle, 19-ft. 6-in. steel body.

**1960** THAMES Trader, 6D engine, 17-ft. 6-in. alloy.

**1959** GUY Warrior tractor unit, Leyland engine, Primrose 25-ft. semi-trailer.

**1953** E.R.F. 6-wheeler, 6LW engine, double drive, fitted with steel tank.

**1958** GUY Invincible, twin steer, 6LW engine, 5-speed, air brakes, 22-ft. platform body.

**1952** DENNIS Jubilant, 6-cylinder diesel engine, 5-speed double drive, 24-ft. platform body.

**1953** ATKINSON short-wheelbase twin-steer tipper, 6LW, 12-ft. 6-in. tipping body.

**1948** DODGE 6-wheel tipper, 6LW engine, 5-speed, 17-ft. 6-in. alloy platform body.

**1956** ALBION Reiver 6-wheel tipper, modern cab, Albion engine, double drive, 14-ft. tipping body.

**1956** GUY Warrior short-wheelbase tipper, Meadows engine, 2-speed axle.

**1958** BEDFORD 12-ft. drop-sided truck, Bedford engine, 4-speed gearbox, choice of three.

**1959** COMMER TS3, 6-wheel, 4-speed gearbox.

**1959** Boys third axle, 22-ft. platform body, immaculate.

**1960** ALBION Chieftain, Albion engine, automatic lubrication, 20-ft. platform body.

**THAMES** County, 60 engine, County third axle, 21-ft. platform body.

**A.E.C.** Mammoth Major, rebuilt 1959, single-drive 7.7 engine, 22-ft. platform body.

**1959** SEDDON SD4 tractor unit, Cummins engine, 6.5-ton, 6-cylinder diesel, 2-speed, 18-ft. alloy underframe platform body.

**1960** B.M.C. 7-ton, tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.

**1958** BEDFORD 6-wheel, Bedford diesel, 2-speed, 24-ft. 6-in. platform body.

**1956** GUY Invincible 6-wheel, 6LW engine, 23-ft. platform body.

**1958** GUY Invincible, Meadows 10-litre engine, air brakes, double drive, 24-ft. 6-in. platform body.

**1960** SEDDON 6-wheel tipper, Leyland engine, York alloy tipping body.

**1958** SEDDON tractor unit, 6LW engine, fifth-wheel coupling, air brakes.

**1960** A.E.C. Mercury, 7.75 engine, air brakes, 21-ft. wooden platform body, choice of three.

**1959** B.M.C. 7-ton medium-wheelbase tipper, choice of two.

**CHOICE** of several alloy van bodies suitable for the bottling trade.

ALL INQUIRIES—PHONE OR CALL,  
**USED VEHICLE DIVISION,**

BURNEY,  
Phone 2201-4.

PART-EXCHANGES ARRANGED. 923-447

**S**HAW AND KILBURN, LTD.,  
WESTERN AVENUE, W.3.  
Aco 4641.

**O**FFER THE FOLLOWING VEHICLES.

**D**ECEMBER, 1958, AUSTIN 7-ton diesel long-wheelbase truck, £575.

**T**WO 1958 FORDS 7-ton diesel 6-cu.-yd. tippers, £495 each.

**N**OVEMBER, 1957, A.E.C. Mercury Duramin body and cab, £1,250.

**O**CTOBER, 1960, BEDFORD 7-ton normal-control diesel tipper, 6 cu. yd., 15,600 miles, £850.

**O**CTOBER, 1960, BEDFORD S-type diesel tipper, 9,458 miles, £850.

**A36**

**Used Goods Vehicles (contd.)**

**A**RLINGTON MOTOR CO. LTD.

OUR REPUTATION IS YOUR GUARANTEE.  
SELECTION OF OUR RANGE OF USED VEHICLES  
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SATURDAYS

**VANS.**

**S**ELECTION of used BEDFORD 10-12-cwt. and 15-cwt. vans and personnel carriers, many types.

**TRUCKS.**

**1959** BEDFORD 5-ton 16-ft. double-drop-side truck.

**1959** BEDFORD 7-ton forward-control 17-ft. 6-in. platform.

**1958** BEDFORD 7-ton, 16-ft. wooden platform, 2-speed rear axle.

**1958** AUSTIN 7-ton, 18-ft. platform.

**1956** BEDFORD 5-ton petrol truck (at Cardiff).

**1955** SEDDON MK. XIIIF diesel, 18-ft. double-drop-side truck.

**1955** BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.

**1955** ALBION Chieftain, 16-ft., wooden platform.

**TIPPERS.**

**1958** BEDFORD 5-ton 16-ft. double-drop-side truck.

**1958** BEDFORD 7-ton forward-control 17-ft. 6-in. platform.

**1958** BEDFORD 7-ton, 16-ft. wooden platform, 2-speed rear axle.

**1958** AUSTIN 7-ton, 18-ft. platform.

**1958** BEDFORD 5-ton 16-ft. double-drop-side truck.

**1958** BEDFORD 7-ton, 16-ft. wooden platform.

**LUTONS.**

**1953** BEDFORD diesel 5-ton normal-control with 840-cu.-ft. box body.

**1951** BEDFORD 5-ton 950-cu.-ft. Luton (at Cardiff).

**ARTICS.**

**1959** BEDFORD 10-ton tractor unit with 23-ft. 10-ton Scammell trailer.

**1959** LEYLAND Comet with 25-ft. York platform trailer.

**1958** BEDFORD 10-ton tractor, 2-speed axle, fifth-wheel coupling, 25-ft. drop-side York trailer (at Cardiff).

**1956** ATKINSON diesel tractor unit, Scammell A.E.C. Mercury Mk. I tractor unit.

**1957** H EAVY VEHICLES.

**1955** LEYLAND Octopus 8-wheeler platform.

**1957** ATKINSON 8-wheeler, 11.3 A.E.C. engine and gearbox, 24-ft. drop-side.

**1953** DENNIS Jubilant, 12-ft. drop-side, platform, 9.00 x 20 tyres (at Cardiff).

**COMPREHENSIVE RANGE OF NEW BEDFORDS ALWAYS IN STOCK.**

HIGH ROAD, PONDERS END, ENFIELD, MIDDX.  
Howard 1266.

**A**RLINGTON MOTOR CO. LTD. 923-207

**A**NCOR MOTORS, LTD.,  
CHESTER 22622.

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NEW COMMER 10-ton Unipower, 6-wheel, diesel.

NEW COMMER 4-, 5-, 6- and 7-ton diesel.

NEW COMMER 4-ton vans, 12-seater light bus.

12-SEATER P.S.V. bus, petrol or diesel, Harrington and Martin Walter conversions.

B.C.B. and R.O.W. vans.

1960 12-seater light bus, Wickham blue, diesel engine, one owner, in perfect body and mechanical condition, £675.

1959 AUSTIN Mincoach, 12-seater, P.S.V., certificate of fitness to August, 1966, in very nice condition, £465.

**A**NCOR MOTORS, LTD.,  
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CHESTER. 923-35

**O**VER HALL GARAGES, LTD.,

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**1960** COMMER 15-cwt. diesel van, one owner, low mileage.

**1959** BEDFORD 8-ton diesel tractor unit, Scammell coupling, one owner.

**1958** BEDFORD 25-cwt. van, one owner, good order.

**1953** A.E.C. 8-wheeler tipper, 24 cu. yd., reconditioned 9.9 engine, well tyred.

**N**EW 15-cwt. BEDFORD vans.

**S**LECTION new and used diesel and petrol 15-cwt. vans.

**O**VER HALL GARAGES, LTD.,

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**Used Goods Vehicles (contd.)**

**F**ORD AND SLAGER, LTD.

**L**YELAND, ALBION, SCAMMELL.

OFFICIAL TECALEMIT, SYNDROMIC AND A.C.L.  
FITTING STATION.

**TIPPERS.**

**1959** BEDFORD 7-ton J-type, 6-cu.-yd. steel fixed-sided body.

**1955** BEDFORD 5-ton A-type 13-ft. by 18-in. drop-sided tipper, P6.

**1955** BEDFORD 5-ton A-type 12-ft. by 2-ft. steel fixed-sided tipper, petrol.

**1955** COMMER Q4 P6 9-ft. by 3-ft. timber drop-sided tipper.

**1955** DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-sided tipper.

**1958** FORD 5-ton H.D. 6D 6-cu.-yd. steel drop-sided tipper.

**1958** LEYLAND Comet, forward control, short wheelbase, fitted with Boys third axle, 15-ft. 6-in. by 4-ft. steel drop-sided tipper.

**1956** LEYLAND Comet medium-wheelbase, 14-ft. by 3-ft. 6-in. alloy double-drop-side.

**1955** LEYLAND Comet medium-wheelbase, 14-ft. by 3-ft. drop-sided tipper.

**1955** LEYLAND Comet medium-wheelbase, 14-ft. by 3-ft. timber drop-sided tipper.

**1955** LEYLAND Comet, short wheelbase, fitted with Primrose third axle, 15-ft. by 4-ft. timber, fixed sides.

**1955** LEYLAND Comet medium-wheelbase, normal control, 14-ft. by 2-ft. timber drop-side.

**1955** ALBION Clydesdale, with York third axle and Leyland O.375 engine, 19-ft. by 3-ft. timber drop-side.

**1952** VULCAN 7-ton, 4LW, 11-ft. by 2-ft. by 2-ft. timber drop-side.

**1958** LEYLAND Comet, Model ECOS2/R, long-wheelbase 15-ft. by 2-ft. timber drop-side.

**1957** COMMER 7-ton TS3, 13-ft. by 3-ft. timber drop-side.

**1956** MORRIS 7-ton 14-ft. by 4-ft. timber fixed-side.

**1960** COMMER TS3 7-ton 14-ft. by 4-ft. timber fixed-side.

**1960** LEYLAND Comet, normal control, medium-wheelbase 14-ft. by 2-ft. alloy drop sides.

**1958** SEDDON 6-ton, P6, 15-ft. by 18-in. timber fixed sides.

**PLATFORM**

**1956** ALBION Reiver, 22-ft. timber platform

**1955** ALBION Reiver, 22-ft. timber platform

**1958** ALBION Chieftain, 18-ft. timber drop-side

**1955** LEYLAND Comet, normal-control medium-wheelbase 16-ft. 6-in. timber flat.

**1957** BEDFORD 7-ton, 300 diesel, 16-ft. 6-in. timber drop-side.

**1956** BEDFORD 7-ton, R6, 16-ft. timber flat.

**1956** FORD 5-ton, P6, 16-ft. timber flat.

**1956** A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.

**1952** E.R.F. 6LW, 16-ft. timber drop-side.

**1957** LEYLAND Comet, Model ECOS2-4R, forward control, 20-ft. timber drop-side.

**1953** THORNYCROFT 7-ton, 18-ft. timber drop-side.

**1957** COMMER TS3, 19-ft. timber drop-side.

**1956** COMMER TS3, 16-ft. 6-in. timber drop-side.

**1958** COMMER TS3, 16-ft. 6-in. timber drop-side, air brakes.

**1956** DODGE 6-ton, P6, 17-ft. timber drop-side.

**1956** DODGE 6-ton, P6, 17-ft. timber drop-side.

**1956** FORD 4D, 16-ft. 6-in. timber drop-side.

**1951** FORD SUSSEX, P6, 18-ft. 6-in. timber drop-side.

**1957** BEDFORD 7-ton, Comet engine, 16-ft. timber drop-side.

**1957** LEYLAND Comet, Model ECOS2-4R, 20-ft. timber flat.

**1955** ALBION Chieftain, 16-ft. alloy platform.

**1955** B.M.C. 7-ton, 18-ft. timber drop-side.

**1955** BEDFORD 7-ton, petrol, 16-ft. timber flat.

**TRACTOR UNITS.**

**1960** FORD Trader, Scammell tractor unit, Eaton 16500 rear axle.

**1958** BEDFORD 8-ton tractor, Meadows engine, complete with Scammell 23-ft. 10-ton flat trailer.

**VANS.**

**1956** ALBION Claymore 900-cu.-ft. alloy boxvan.

**1956** ALBION Chieftain 900-cu.-ft. boxvan.

**FAVOURABLE H.P. TERMS.**

**F**ORD AND SLAGER, LTD.

**L**YELAND, ALBION.

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**S**OUTH WIMBLETON MOTORS, LTD.,

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**IMMEDIATE and early deliveries of all models.**

**1958** FORD 7-cwt. van, one private owner, excellent £235.

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CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

**Y**ORK trailers. Full range nearly always in stock. 20-ton tandem axle up to 27 ft. TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

**A.E.C.** Marshal long-wheelbase 6-wheeler chassis and cab only, £3,585.

**A.E.C.** Mercury Mark II long-wheelbase chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £2,615.

**A.E.C.** Mustang twin-steer chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £3,095.

**A.E.C.** wheelbase chassis and cab, 9.00-17 engine, air brakes, 9.00 x 20 12-ply tyres, £4,155.

**BEDFORD** 10-ton KFA1 tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres, £1,100.

**BEDFORD** 12-ton KGCL8 long-wheelbase 167-in. chassis and cab, on 9.00 x 20 12-ply tyres, 2-speed, 5-speed, £1,755.

**BEDFORD** Comet engine, KGTC8, rigid 6-wheeler, 10-ft. third axle, 8.25 x 20 12-ply tyres all round, 2-speed, 5-speed, 8.25 x 20 front-ram tipping gear and wood drop-side body, £2,816.

**BEDFORD** KGAC8 10-ton tractor unit, 350 engine, air brakes, 2-speed rear axle, 5-speed gearbox, 9.00 x 20 12-ply tyres, £1,684.

**LEYLAND** Comet, 400 engine, 10.00 x 20 14-ply tyres, heater and demister, fitted with up-to-the-minute 4-compartment Bulker body, improved high-capacity blower, heavy-duty p.t.o., air silencer, all extras for delivery including two quick-release 10-ft. hoses, £4,276 complete with prime.

**YORK** DW2 12-ton 25-ft. vacuum-brake semi-trailer, 2-ft. headboard, £881.

**YORK** TWA2A 26-ft. tandem-axle semi-trailer, air brakes, 9.00 x 20 12-ply tyres, 2-ft. headboard, 2-speed steering, £1,810.

**HANDS** 30-ton 20-ft.-in.-the-well low-loader with

H Thompson 4-ton winch, £2,197.

**LAND ROVER**, 8 in., petrol, £674.

**LEYLAND** Beaver, 12-ft. 6-in. wheelbase tractor unit, double reduction axle, 680 engine, 10.00 x 20 14-ply tyres, air and vacuum brakes, complete with 30-ton Hands low-loading trailer, £5,100. Will split.

LONG WHEELBASE.

**B.M.C.** 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.

**BRISTOL** 1953 8-wheeler, long wheelbase platform, £725.

**BEDFORD** 1955 3-ton petrol boxvan, mainly aluminium bodywork, in exceptionally good condition throughout, £750.

**BEDFORD** 1955 5-ton petrol boxvan, tailboard and double doors, £250.

**SENTINEL** 1955 12-ton trailing-axle 6-wheeler, fitted with Gardner SLW vertical in the cab, missing prop shaft, £1,000 to clear, £250.

**MAUDSLAY** 1951 8-wheeler, long wheelbase, 24-ft. platform body, £500.

TIPPERS.

**LEYLAND** Comet 1957 double-drive 6-wheeler (standard Comet) fitted with Albion double-drive bogie from new, in front ram tipping gear and large capacity aluminium body, good condition throughout, tyres poor, £800.

**THAMES** Trader, 6-ton, steel body, 9.00 x 20 tyres, registered late, but never carried in load, £1,775.

**A.E.C.** Mammoth Major 8-wheeler, 9.00 x 9.6 engine, 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,500.

**A.E.C.** Mammoth Major 8-wheeler, December, 1958, 9-in. wheelbase, 9.00 x 9.6 engine, 2-speed, 5-speed gearbox, in exceptionally good condition throughout, £2,150.

**LEYLAND** Comet ECO2-4R 1957 normal-control long-wheelbase tipper. Pilot twin-ram rear and wood drop-side body, in good condition throughout, £1,100.

**A.E.C.** rear, wood drop-side body, etc., in exceptionally good condition throughout, ready for immediate hard work, £1,600.

**E.R.F.** 1949, 4-LW Gardner, standard wood-body tipper, very careful operator, £1,500.

**BEDFORD** 1952 10-ton 5-ton P6 standard wood-body tipper, £400.

**A.E.C.** 1953 Mammoth Major double-drive chassis, fitted with large capacity aluminium tipping body with detachable extensions to sides ideal for bulk coal, in exceptionally good condition throughout, £1,600.

**BEDFORD** 1957 R6 S-type standard steel U-shaped body, well tipped, £750.

TRAILERS AND ARTICULATED.

**BEDFORD**, 1958 (November), 10-ton tractor unit, Comet engine, S.A.E. coupling. This vehicle was recently fitted with a new rear axle and has been well maintained from new. Complete with Tasker S.A.E. coupling, 22 ft. 8-in. trailer, all good tyres, £2,000.

**BEDFORD** 1957 10-ton tractor unit, 8-ton, 5-speed gearbox Eaton 2-speed axle, S.A.E. coupling, this vehicle has been well maintained and is in exceptionally good condition throughout, £900.

**LEYLAND** Beaver 1950 tractor unit fitted with S.A.E. fifth-wheel coupling, vacuum brakes, good condition throughout, £650. We can offer this tractor unit complete with either single- and double-axle platform trailer, or new 30-ton low-loader, S.A.E. or Tasker coupling, prices on application.

**DODGE** 1954 P6 tractor unit, 2-speed axle, £200.

**BEDFORD** 1957 R6, 2-speed axle, tractor unit, in outstanding condition, complete with S.A.E. coupling and Carrington 23-ft. platform trailer with boxvan removable body, £700.

**BEDFORD** 1952 R6 diesel Dyson 10-ton semi-low-loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £600, would split.

(Continued in next column)

## Used Goods Vehicles (contd.)

**E.R.F.** 1946, Gardner 35L tractor unit, in exceptionally good condition throughout, complete with Haldex-independent platform trailer, £875.

**DYSON** 8-ton independent trailer, drop-side, no brakes, choice of two, these trailers are practically unused, £650 each.

**B.M.C.** 1957, tractor unit, B.M.C. diesel engine, air brakes, £250. Fitted with S.A.E. coupling, vacuum brakes.

**BEDFORD-SCAMMELL** 1956, R6 diesel, complete with 23-ft. 8-ton Scammell platform trailer, £575.

CRANES.

**NEW** Colas 10-ton Revin dielectric 40-ft. cantilever jib mounted on a 1953 Foden double-drive 8-wheel chassis and cab, £7,750 complete.

**RAPIER** 3-ton pneumatic tyres non-slewing yard crane, full casting action steering gear wheels, £600.

HARRY DANDO.

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CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines). 923-56

**THOMAS S. WHITNEY AND CO. LTD.**  
MAIN FORD DEALERS.

279-283 SCOTLAND ROAD, LIVERPOOL, 5.

Phone, North 3151 (10 lines).

**1959**, October, BEDFORD 6-ton 300 diesel engine, medium-wheelbase steel body tipper, £650.

**1958**, November, BEDFORD 6-ton 300 diesel engine, 5-in. drop-side truck, £600.

**1957**, September, BEDFORD 7-ton 300 diesel engine, platform truck, £550.

**1956**, March, LEYLAND Comet 7-ton diesel engine, 12-ft. i.w.r. tipper, long wheelbase, £750.

**1955**, November, BEDFORD 7-ton 6-cylinder Perkins high-side wood body tipper, £575.

**1954**, July, BEDFORD 5-ton 6-cylinder Perkins medium-unit-wheelbase platform body, £500.

**1954**, September, SEDDON 7-ton 6-cylinder Perkins long-wheelbase alloy drop-side truck, £1,150.

**1954**, December, B.M.C. 5-ton diesel engine, long-wheelbase dropside truck, £225.

**1953**, November, LEYLAND Comet 7-ton diesel engine, long-wheelbase wood body i.w.r. tipper, £400.

**1953**, March, FORD Thames 4-ton Perkins diesel, long-wheelbase platform, special cab, £203.

**1953**, July, BEDFORD 4-ton petrol engine long-wheelbase wood body tipper, £150.

**1951**, October, ALBION 3-ton petrol engine van, £125.

**NEW** Thames Traders all models in stock including heavy-duty six-wheel tipping chassis. 923-7

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WEALDSTONE, MIDDLESEX.

**1959**, Thematics 5-ton long-wheelbase milk-float truck, £465.

**1955**, Thematics 4-ton Luton van, £275.

**1953**, Thematics 4-ton P6 4-cv-vd. Upper, £235.

**1954**, 4-ton P6 long-wheelbase truck, £275.

**1957**, Trader 5-ton 6D long-wheelbase truck, £485.

**1951**, AUSTIN 900-cu.-ft. diesel Luton van, £325.

**1956**, Thematics 4-ton tipper, £255.

**1956**, DODGE 5-ton tipper, £295.

**1956**, DODGE 5-ton tipper, £295.

**1956**, Thematics 6-cu.-yd. tipper, £350.

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AND TO

5.30 P.M. SATURDAYS. 923-43

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AUTHORIZED FORD AGENTS.

**NEW** FORD: Trader 6D, Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.

**1960**, FODEN fitted drop-side Tasker twin-axle trailer air brakes, 12-speed gearbox, C licence, one owner, as new.

**1957**, Foden 6-wheeler, 22-ft. drop-sided body, air brakes, 10.00 x 20 tyres, 12-speed gearbox, one owner, C licence, clean.

**1950**, FODEN 6-wheeler, 6LW double drive, platform body, 9.00 x 20 tyres, £500.

**1956**, THORNycroft 8-ton 20-ft. truck body, 8.25 x 20 tyres, one owner, C licence, £275.

**1952**, BEDFORD 7-ton Scammell unit, petrol, £130.

**1959**, B.M.C. 7-ton diesel, Scammell unit, C licence, £550.

**1954**, FODEN FG 8-wheeler, double drive, one owner, choice of three, £550 each.

**1950**, FODEN FG 8-wheeler, double drive, one owner, choice of three, £550 each.

**1951**, LEYLAND Comets, diesel, choice of five, £175 each.

**HIRE-PURCHASE** arranged.

CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962. 923-77.

August 25, 1961—THE COMMERCIAL MOTOR 53  
(Supplement)

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BEDFORD.

BEDFORD

WE OFFER THE FOLLOWING QUALITY USED VEHICLES, SUBJECT TO BEING UNSOLD—

TRACTOR UNITS.

**1960**, BEDFORD 8-ton diesel Scammell tractor unit.

**1957**, BEDFORD 8-ton Scammell 300-cu.-in. diesel tractor unit, excellent tyres, £295; choice of two.

**1955**, ATKINSON, 4LW Gardner engine, Scammell attachment (Model E.R.F. Scammell tractor, 2-speed axle).

**1956**, BEDFORD 8-ton, 4LW, £250.

TIPPERS.

**1959**, BEDFORD 5-ton J-type twin-ram Upper, 12-ft. 6-in. tipping body, quality tested, £695.

**1957**, BEDFORD 5-ton normal-control single-ram tipping body, wooden fixed-sided body, 2LN Extra tipping gear, 20 ft. 6 in. long, 12-ft. 6 in. wide, £695.

**1955**, BEDFORD 5-ton long-wheelbase twin-ram Upper, 12-ft. 6-in. 6-in. body, R6, £1,150.

6-WHEELERS.

**1957**, BEDFORD Comet engine, long-wheelbase Boys 6-wheeler, 9.00 x 20 12-ply tyres, in excellent condition throughout, £725.

TRUCKS.

**1957**, BEDFORD 3-ton 300-cu.-in. diesel truck, fitted side bodies, choice of two, fitted heaters.

**1959**, BEDFORD 5-ton long-wheelbase platform truck, £650.

**1958**, BEDFORD 5-ton diesel 14-ft. drop-side truck, £485.

**1953**, BEDFORD A-type platform trucks, £150 each.

**1959**, BEDFORD 7-ton 300-cu.-in. diesel platform truck, standard body, £695.

PART-EXCHANGES ACCEPTED. DEMONSTRATIONS AT YOUR PREMISES. DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

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SEDDON DIESEL DISTRIBUTORS

COMMER-KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGES AND H.P.T. TERMS

FODEN FDs Mk. 3 8-wheeler, double drive, fitted with 24-ft. platform body, in good condition throughout including all equipment.

**1957**, Lorry COMMER TS3, fitted with 19-ft. platform body, 9.00 x 20 tyre equipment, air brakes, one owner.

**1956**, COMMER TS3 tractor unit, fitted with twin speed axle, 9.00 x 20 tyre equipment, heater, S.A.E. coupling, can be recommended, one C-licenced owner.

**1955**, GUY Otter 6-tonner, fitted with Gardner 4LW engine, drop-side body, very economical.

**1955**, COMMER 3-ton diesel, fitted with large van body, one C-licenced owner.

**1955**, SENTINEL light 6-wheeler, in exceptionally good condition.

**1954**, SEDDON diesel Mk. 3/L, fitted with platform body, in good condition throughout.

**1950**, MAUDSLAY, fitted with aluminium body and tipping attachment, in exceptionally good condition.

ALWAYS IN STOCK.

DIESEL-ENGINEDED VEHICLES FROM

£100-£200.

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DARTMOUTH GARAGE

FOR YOUR

GOOD USED COMMERCIAL.

MORRIS prime mover, 1954, fitted with diesel engine and Tasker coupling.

**A** in good condition, £1,000.

**AUSTIN** 15-cwt. drop-side truck, 1957, petrol engine.

**AUSTIN** 15-cwt. bulk van, 1958, body size 9 ft. 10 in. by 5 ft. 2 in. by 5 ft. 8 in., double doors and tailboard, painted and primed, £450.

**AUSTIN** 152 Omnivan, 1959, C operator, very good condition.

**AUSTIN** 5-ton forward-control diesel drop-side truck.

**MORRIS** 2-ton normal-control tipper.

OPEN FOR SALES MONDAY TO SATURDAY.

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DARTMOUTH GARAGE

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**COVENTRY AND JEFFS. LTD.**  
COMMERCIAL VEHICLE SPECIALISTS.  
**OFFER FOR DELIVERY NOW—**

**LEYLAND CS3/12R** tipper chassis and cab at list price.  
**LEYLAND CS4/4R** tractor, complete with Scammell gearbox, at list price.  
**SEDDON MK. 5/S/10** tipper, complete with Leyland engine, Eaton axle and 9.00 x 20 tyres, at list price.  
**SEDDON MK. 5/S/10** 20-ft. treble-drop-side truck with Leyland engine, 6-speed gearbox and 8.25 tyres, at list price.  
**DODGE 346BY** 15.4L, 6-in. tipper with Leyland engine, axle, 9.00 x 20 tyres and cab heater, etc., at list price.  
**DODGE 244BY** normal-control tipper, complete with Leyland engine, 16-ft. 6-in. body and underfloor tipping gear, at list price.

**USED COMMERCIAL VEHICLES.**

**1955 DODGE 146AR** standard long-wheelbase drop-side truck, Eaton 2-speed axle, 9.00 x 20 tyres, one owner from new, £1,050.  
**1960 DODGE 142AP**, Perkins 305 engine, Eaton 2-speed axle, 6-cu.-yd. tipping body, twin under-floor rails, clean, one owner-driven truck, £1,250.  
**1953 SEDDON** standard 5-ton drop-side truck, all-alloy body, Perkins PE engine, clean, one owner, £1,050.  
**1957 THAMES TRADER** standard drop-side truck, a clean one-owner-from-new vehicle, £475.  
**1955 FORD THAMES TRADER**, a clean owner-driven truck, reasonably well tyred and general condition, £500.  
**1959 LEYLAND STEER** long-wheelbase flat-platform truck, 11.3 engine, auxiliary transfer box, front and rear towings attachments, cab heater, etc., one owner, £2,650, 0.6-2.  
**1959 BEDFORD**, owner-driven from new, Leyland engine, flat-platform truck, new tyres all round, clean, ready for the road, £725.  
**1958 GUY OTTER MK. 3** standard drop-side truck, well tyred all round, B.M.C. 5.1 engine, a very clean vehicle, £795.

OUR LIST CHANGES DAILY—WHY NOT

**WRITE, PHONE OR CALL?**  
OPEN SEVEN DAYS PER WEEK,  
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USED COMMERCIAL VEHICLE DEPOT:

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HEAD OFFICE AND WORKS:

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**USED UNITS.**

**1955 SEDDON** long-wheelbase platform.  
**1957 COMMER TS3**, long wheelbase, with Boys axle, 22 ft. 6-in. 6-cu.-yd. tipper.  
**1957 BEDFORD S TYPE**, Leyland Comet 0350 engine, choice of three.  
**1958 GUY RANGER** tipper, Meadows engine, chassis of three.  
**1958 DODGE KEW** 7-ton platform, P6 engine, choice of two.  
**1958 ATKINSON** 8-wheeler long-wheelbase platform, 6LW engine.  
**1955 Kew DODGE**, R6 engine, long-wheelbase flat.

SEND FOR DETAILED PRICE LIST OF ALL OUR VEHICLES.

**USED UNITS.**

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**PARKER AND SON (AUTOMOBILES), LTD.**

A.E.C. AND DODGE DISTRIBUTORS.

HEAD OFFICE:—  
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OFTER A SELECTION OF THEIR USED STOCK.

**DODGE** cattle trucks on 7-ton long-wheelbase diesel chassis with 2-speed and Baico extension, good condition, choice of six, £600 each.  
**DODGE** 7-ton long-wheelbase 6-cu.-yd. tippers, 1950, good condition, choice of two, offers, please.  
**COMMER TS1** 1956 platform lorry, 18 ft. long, reconditioned engine and new braking system, 10,000 miles ago, good tyres, cheap at £450.

**COMMER TS3** platform lorries, 18 ft., good tyres, excellent condition, choice of two, 1957, at £550; 1958 at £650.

**LAND ROVERS**, 1955 long-wheelbase petrol pick-up truck, reconditioned engine, £400.

**GOOD SELECTION OF VANS AND PICK-UPS.**

IMMEDIATE DELIVERY OF A.E.C., DODGE, FORD, STANDARD AND LAND ROVER COMMERCIAL VEHICLES.

OFFICIAL TECALEMIT AUTOMATIC CHASSIS LUBRICATING FITTING STATION.

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**ST. IVES**. 923-108

**Used Goods Vehicles (contd.)**

**THE MILLBURN ORGANIZATION.**

AUTHORIZED DEALERS.  
COMMERCIAL-VEHICLE SPECIALISTS.

**ALBION, LEYLAND, THAMES TRADER.**  
**IMMEDIATE DELIVERY.**

**NEW ALBION CH3XL** Chieftain chassis and cab, fitted 9.00 x 20 tyres, 6-speed gearbox, heater, etc.  
**NEW ALBION VI11AN** chassis and cab.

**NEW 7-ton 6D long-wheelbase** Trader chassis and cab, 9.00 x 20 tyres, other extras.

**1960 ALBION** 7-ton long-wheelbase drop-side lorry, B.M.C. 7-ton long-wheelbase drop-side.

**1959 ALBION CH3XL** platform lorry, excellent condition.

**1959 LEYLAND SUPER COMET** long-wheelbase, good order throughout.

**1958 ALBION CLYDESDALE**, 21-ft. platform body, BEDFORD, Leyland Comet engine, immaculate condition throughout.

**1956 ALBION REIVER** 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.

**1956 ALBION FT37CL** platform lorry, good order.

**1955 LEYLAND COMET** 90 hydraulic tipper, fixed sides, alloy 15-cu.-yd. body, good order.

**1955 BEDFORD RS** 10-ton tractor, Scammell coupling.

**1953 ALBION CHIEFTAIN** platform lorry, under 3 tons.

**1952 E.R.F.** Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted trailer hook, very fine condition.

**1949 MAUDSLAY MERITOR**, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanically sound.

**1948 SEDDON P6** platform lorry, good order.

**1948 A.E.C. MATADOR**, 9.6 unit, 18-ft. platform lorry.

WE SOLICIT YOUR INQUIRIES.

**ENGINES.**

**A.E.C.** 7.7 from £50 each. Leyland 7.4 complete with gearbox, from £100 each. Leyland 8.6 from £15 each.

**MILLBURN MOTORS (PRESTON), LTD.**

WALMER BRIDGE,  
LONGTON, PRESTON, LANCS.  
Phone: Longton, Lancs. 3255-6. 923-73

**1952 A.E.C. MONARCH** long-wheelbase drop-side.

**1957 ALBION REIVER** long-wheelbase drop-side, Leyland engine.

**1956 BEDFORD 7-ton** diesel long-wheelbase tipper.

**1956 BEDFORD 7-ton** diesel long-wheelbase tipper.

**1949 BEDFORD** furniture van, very clean.

**1949 DODGE** twin steer, 21-ft. 6-in. drop-side, Leyland engine.

**1949 FODEN** 4-wheel 22-ft. platform, 5LW Gardner.

**NEW LEYLAND AND ALBION CHASSIS IN STOCK.**

HIRE-PURCHASE. PART-EXCHANGES.

**COMMERCIAL MOTORS (CLAY CROSS), LTD.**

CLAY CROSS, DERBY.

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**PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD.**

**A.E.C. DODGE TROJAN SERVICE.**  
OFFICIAL TECALEMIT SYNDROMIC AND A.C.L. FITTING STATION.

NEW vehicles in stock for immediate delivery.

ONE FORD TRADER, long-wheelbase tipping vehicle.

ONE A.E.C. MERCURY long-wheelbase chassis and cab.

SECOND-HAND vehicles.

**B.M.C.** 1960, 6-wheeler long-wheelbase alloy body tipping vehicle.

**B.M.C.** 1959, 6-wheeler long-wheelbase alloy body tipping vehicle.

**FORD TRADER**, 1960, long-wheelbase drop-side vehicle, 7-ton.

**FORD TRADER**, 1958, long-wheelbase drop-side vehicle, 7-ton.

**FORD THAMES**, 1956, long-wheelbase drop-side vehicle, P6 engine.

**DODGE**, 1958, N.C., long-wheelbase tipping vehicle.

**DODGE**, 1956, long-wheelbase tipping vehicle, R6 engine.

**ALBION**, 1955, Clydesdale long-wheelbase platform vehicle.

**GUY**, 1957, Warrior long-wheelbase drop-side vehicle.

**443 H HANDSWORTH ROAD.**

SHEFFIELD, 13,  
Woodhouse 2541 (three lines). 923-500

**Used Goods Vehicles (contd.)**

**COMBERHILL MOTORS, LTD.**

INGS ROAD, WAKEFIELD.

(6771, 10 lines).

IMMEDIATE delivery of 50 brand-new Morris-B.M.C., Merchant, Commer and Atkinson 5644 4-, 6- and 8-wheel Milshaw and coil-suspension alloy tippers for bulk coal, coke or grain transport.

**NEW ATKINSON T1366X** (Gardner 6LX 150 b.h.p.).

6-wheel double-drive tractor unit, power steering.

**REASONABLE** delivery of —

**NEW ATKINSON L1786X** (Gardner 6LX 150 b.h.p.).

8-wheel Milshaw 23-ft. alloy tipper, 40 x 8.

**NEW ATKINSON L1265T** (Gardner 5LW 12-ton b.h.p.).

6-wheel double-drive tractor unit, unladen weight 6½ tons.

**NEW ATKINSON T746A** (Gardner 6LX 150 b.h.p.).

8-wheel tractor, fifth-wheel coupler.

**1960 ATKINSON L1786X** (Gardner 6LX 150 b.h.p.).

17-ton 8-wheel double-drive 24-ft. platform.

**1960 MORRIS (B.M.C.) 5.1-litre** 8-ton 4-wheeler.

15-ton 4-wheel upper choice of two.

**ATKINSON L1786X** (Gardner 6LX 17-ton 8-wheel Milshaw 23-ft. alloy tipper.

**ATKINSON T746A** (Gardner 6LX 150 b.h.p.).

8-wheel tractor, fifth-wheel coupler.

**1959 ALBION CALIFORNIA** (Leyland Comet diesel) 8-ton 4-wheel Pilot 20-ft. Horizontally-tipped.

**1959 ALBION CLYDESDALE** (Leyland Comet diesel) 8-ton 4-wheel Milshaw 13-ft. alloy tipper.

**THORNYCROFT TRUSTY** 17-ton 8-wheel 25-ft.

alloy dropside, air brakes, 40 x 8.

**1959 FORD T1366X** (Gardner 6LW 18-ton 8-wheel 24-ft. 4-wheel Edbro 12-ft. alloy tipper.

**1959 ATKINSON M646LA** (A.E.C. 7.75-litre 8-ton 4-wheel 150-cu.-in. tipper, 15-ft. 6-in. 5-cu.-yd. 8-ton 4-wheel.

**1958 TRADER** 1-ton long-wheelbase truck, 6-cylinder diesel.

1-ton 4-wheel chassis, heavy-duty.

**1958 TRADER** 7-ton tipper, 1959, 6-cu.-yd. steel body.

repainged as new, speedo 33,000 miles, £675.

**1958 LEYLAND COMET** long-wheelbase twin ram tipper, 1959, 2-speed axle, timber body, repainted 16-ft. 3-in. long, speedo 36,000 miles, very good condition in every respect.

1958 OTHERS to choose from. All new Thames commercials available.

**HANGERS.**  
COMMERCIAL BARGAINS.

**THAMES 4D** truck, 1955, excellent condition, repainted, £210.

**DODGE 5-ton** tipper, diesel engine, timber body, painted black in first-class order, £245.

**TRADER 1-ton** tipper, 1958, 6-cylinder petrol, 5-cu.-yd. body.

**THAMES 3-ton** long-wheelbase 4D truck, 6-cylinder diesel.

exceptionally clean and in excellent mechanical condition, choice of three, £165.

**TRADER 7-ton** long-wheelbase truck, 6-cylinder diesel.

repainted as new, speedo 33,000 miles, £675.

**1958 LEYLAND OCTOPUS** (6000 9.8-litre) 8-wheel double-drive, Pilot 22-ft., tipper.

**1955 LEYLAND OCTOPUS** (6000 9.8-litre) 8-wheel double-drive chassis-cab, £545.

**COMPLETE DETAILED LIST AVAILABLE.**  
923-48\*

**HANGERS.**

COMMERCIAL BARGAINS.

**1958 COMMER** super-capacity 30-cwt. diesel boxvan, primer.

**1958 COMMER** 15-cwt. boxvan, various specifications.

**1958 COMMER** personnel carrier, red.

**1958 AUSTIN** A35 boxvan, passenger seat, heater.

**1958 AUSTIN** 15-cwt. omnibus, primer.

**1959 FORD** 15-cwt. large-capacity Luton van.

ALL the above in stock, available for immediate delivery.

923-27.

**DINNAGES GARAGES, LTD.**

MAIN FORD DEALERS.

**MID-SUSSEX.**

OFFER EARLY DELIVERY OF NEW

**THAMES** Trader 6D long-wheelbase container-type cattle truck, also 7-ton 6D 160-in.-wheelbase double drop-side truck.

**AUSTIN B.M.C.** fully forward control, alloy platform bodywork, 1955-6 model, in excellent order, one owner.

**DINNAGES**, Wivelsfield Rd., Haywards Heath, Sussex.

Phone: Haywards Heath 1466-7-8. 923-35.

### Used Goods Vehicles (contd.)

**S. HUGHES (COMMERCIAL), LTD.**,  
LODGE GARAGE,  
WHITEHALL ROAD,  
GOMERSAL, NEAR LEEDS.  
Phone. Bradford 681144-9.

#### OFFER FOR IMMEDIATE DELIVERY:-

**NEW** A.E.C. 9.6 double-drive 8-wheeler, double ram gear, alloy fixed-side body. **NEW** A.E.C. 8-wheel chassis and cab, 11.3, fitted 10 x 9 tyres. **NEW** A.E.C. 9.6 double-drive chassis and cab, 10.00 x 20 tyres. **NEW** A.E.C. Mustang twin steer. **NEW** A.E.C. Mercury, 17-ft. 3-in. wheelbase. **NEW** A.E.C. 11-ft. 6-in. wheelbase chassis and cab or complete tipper. **NEW** ALBION Reiver single-drive to take 24-ft. body. **NEW** ALBION Reiver double-drive 25AT tipping chassis. **NEW** ALBION Chieftains long-wheelbase chassis and cab. **NEW** ALBION Chieftain medium-wheelbase tippers, fitted double ram gear and 16-ft. alloy coal transporter bodies. **NEW** E.R.F. 8-wheel, double drive, L.N. **NEW** BEDFORD TK long-wheelbase 7-tonner. **NEW** FORD Trader, 160-in. wheelbase. **NEW** FORD Trader 7-ton, Edbro tipping gear, 9.00 x 20 tyres. **NEW** LEYLAND Comet, long wheelbase, hub reduction. **NEW** TRACTORS.

**NEW** BEDFORD TK tractor, fifth-wheel coupling, Leyland Comet engine. **NEW** E.R.F. tractor, L.X. **NEW** FORD Trader tractor, fifth-wheel coupling. **NEW** LEYLAND Comet tractor, Scammell coupling.

#### USED TIPPERS.

**1960** FORD Traders 6-wheelers, fitted with Boys 20-ft. bodies, immaculate; choice of three. **NOVEMBER**, 1960. DODGE medium-wheelbase double ram tipper, Leyland Comet engine, 9.00 x 20 tyres, double-drop-side body, 16-ft. 6-in. alloy fixed-side bodies, coal transporters, choice of two. **LATE** 1960. B.A.T. 9.00 x 20 tyres, double ram gears, 15-in. alloy bodies, power steering, 2-speed axles, choice of three. **NOVEMBER**, 1960. FORD Trader, fitted with fixed-sided alloy body, coal transporter, immaculate. **1958** A.E.C. 9.6, 11.3, 12.5, 14.0, 16-17, 6-in. alloy fixed-side bodies, coal transporters, choice of two. **NOVEMBER**, 1958. COMMER TS1, 2-speed axles, 9.00 x 20 tyres, 15-ft. 6-in. alloy bodies, double ram gears, immaculate, choice of two. **NOVEMBER**, 1958. FORD 8-wheel chassis, petrol, drop-sided body, immaculate condition. **1956** BEDFORD A type, Perkins P6, short wheelbase, choice of two, £225 each. **1955** THORNycroft long-wheelbase tipper, alloy body, £107. **1955** ATKINSON tipper, double ram gear, 4LW, 3-speed box, 15-ft. 6-in. alloy body, immaculate. **1958** 6-WHEELERS.

**1957** ALBION 6-wheelers, Leyland engine, double drive; choice of two. **USED** 8-WHEELERS.

**1957** ATKINSON 6LW, 24-ft. 6-in. flat platform body, double drive, immaculate condition. **1957** ATKINSON 24-ft. flat platform body, fitted new 11.3 A.E.C. engine, double drive. **1957** A.E.C. 9.6 double-drive, 24-ft. flat, immaculate condition. **1956** LEYLANDS, 600 engine, double drive, 24-ft. flats, immaculate condition, choice of three. **1952** ALBION HDI 6LW, choice of two. **1950** LEYLANDS, 600 engine, double drive, 24-ft. flats, immaculate condition, choice of three. **1945** SCAMMELL 6LW, 24-ft. flats, cheap to clear, choice of three.

#### USED TRACTORS.

**1960** FORD Trader, fifth-wheel coupling. **1958** ATKINSON 6LW, fitted with York 27-ft. 6-in. drop-sided double-boomed trailer. **BEDFORD-SCAMMELL**, fitted Leyland Comet engine, 2-speed axles, 12.5, 14.0, 16-17, 6-in. alloy fixed-side bodies, choice of three. **GUY**, fitted with 4LW, 2-speed axles, Scammell coupling, choice of 12. **LEYLAND** Comet 90 fitted with fifth-wheel coupling. **LEYLAND** Comet 90, fitted Scammell coupling, £375.

#### USED TRAILERS.

**SCAMMELL** 12-ton trailers, 9.00 x 20 tyres, 25-ft. long, choice of 12, £350 each. **12-TON** trailers, fifth-wheel coupling, 24-ft. long, choice of three. **CHOICE** of a number of four-wheel trailers, 3 ton to 8 ton.

#### USED 4-WHEELERS.

**LATE** 1960 FORD Traders, Balco extension, 9.00 x 20 tyres, power steering, 21 ft. 6 in. long, choice of two. **LATE** 1959. COMMER TS3, 18-ft. flats, alloy frame bodies, immaculate condition, choice of two. **A.E.C.** Mercury, Mar. II, 20-ft. flat, £1,200. **1958** COMMER TS3 drop-sided lorry, immaculate condition, choice of two. **1957** ATKINSON SWL, 20-ft. flat, £850. **1954** A.E.C. Monarchs, 20-ft. flats, choice of four.

(Continued in next column)

### Used Goods Vehicles (contd.)

**1954** E.R.F. twin steer fitted SLW. **1954** E.R.F. 4-wheeler, SLW. **CHOICE** of 10, 1954-57 ALBION Chieftains, Bedfords and Ford Traders.

#### CONCRETE MIXERS.

**1960** A.E.C. Mark II, fitted latest type 4½-cu.-yd. mixer, demonstrator, 600 miles only. **SCAMMELL** 12-ton, fitted Ransome and Rapier crane, will lift 10 tons. **SPARES** for all types of commercial vehicles, engines, gearboxes, back axles.

**HIRE-PURCHASE**. Part-exchange.

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**CLECKHEATON** 2461-2.

**MIRFIELD** 2370.

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**AUGUST 25, 1961—THE COMMERCIAL MOTOR 55**  
(Supplement)

### Used Goods Vehicles (contd.)

**PRICE'S (EARL SHILTON), LTD.**

DISTRIBUTORS OF ATKINSON, SEDDON, COMMERCIAL VEHICLES, YORK SEMI-TRAILER AND THIRD AXLE.

REASONABLE DELIVERY CAN BE OFFERED.

**NEW** ATKINSON 6LN tractor unit, air brakes.

**NEW** ATKINSON 8-wheeler chassis and cab, air brakes.

**NEW** SEDDON 8-wheeler chassis and cab, LX engine

#### EX-STOCK.

**NEW** FORD Trader "75" 160-in. wheelbase chassis and cab.

**NEW** AUSTIN 11-seater P.S.V. Minicoach, M.O.T.

**NEW** COMMER Cob van choice of two.

**GARDNER** 6LN, 150 b.h.p. engined Guy tractor, 1960, fitted 6-speed, fitted double reduction rear axle, air brakes, flashers, heater, trailer brake control in cab, 10.00 x 20, 12-ply tyres, auto lubrication, fifth-wheel coupling, £2,250.

**YORK** 20-ton, V. S. semi-trailer, 27-ft. with headboard, £1,250 offered, special price with or separate.

**1959** ATKINSON, 7-ton, 16-17, 6-in. Gardner engine, Brown box, late type fibre glass cab, 24-ft., platform, choice of two, from £1,750.

**1952-56** ATKINSON Models L.744, fitted double and treble drop-sided bodies, one C licence owner and from new, choice of three.

**YORK** 12-ton, D.W.2 semi-trailer, 26 ft. long, 9.00 x 20, 12-ply tyres.

**COMMER**, 1960, 6-wheeler tipper, one owner.

**DODGE**, 1960, 6-wheeler tipper, one owner.

**FORD**, 5-cwt. vans, choice several, £185.

**AUSTIN**, 1959, A35 van, grey, heater, one owner.

DEALERS FOR: **FORD**, **AUSTIN**, **DODGE**, **COMMERCIAL**, **KARRIER** AND **LAND ROVER**.

**PRICE'S (EARL SHILTON), LTD.**

NEW STREET, EARL SHILTON, LEICESTER.

Phone, Earl Shilton 3321-2-3, 923-533

### PETERBOROUGH ENGINEERING CO., LTD.

**1960**, September DODGE 3123AP tractor with 25-ft. and well shod, 25-ft. long-wheelbase chassis-cab.

**1960** DODGE 3126AP 18-ft. drop-side truck, very clean, £370.

**1958** BEDFORD 101 long-wheelbase drop-side, one owner, very good condition, £650.

**1957** COMMER TS1 13-ft. 6-in. wheelbase platform truck, one owner, clean, £650.

**1957** COMMER TS3 long-wheelbase upper, in good condition, £550.

**1956** DODGE 3126 tractor unit, fifth-wheel coupling, air-hydraulic brakes, £425.

**DODGE** diesel platform with 18-ft. cattle container, one owner, £525.

**1956** SEDDON P6 long-wheelbase drop-side truck, clean and sound, £325.

**1955** Mercury Mk. I light alloy open platform, £650.

**DENNIS** Stork 7-tonneconic 950-cu.-ft. capacity diesel clean, £135.

**LEYLAND** Steer, 22-ft. platform, good tyres, inter-type cab, £525.

**LEYLAND** Beaver long-wheelbase tipper, latest type cab, £550.

#### 36-42 EYE ROAD.

PETERBOROUGH.

Phone 66161.

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#### HENDY FOR FORD.

BRITAIN'S FIRST FORD DEALER.

EARLY DELIVERY OF THAMES AND TRADERS.

SLECTION OF USED VEHICLES.

**1957** BEDFORD 300-cu.-in. 5-ton diesel drop-side truck (2 tons 17 cwt. 9 lb.), £890.

**1957** COMMER TS3 7-ton platform truck, 20-ft.

**1956** COMMER TS3 alloy platform body, £425.

**1956** DODGE 5-ton 5-cu.-yd. tipper, £325.

**PERCY HENDY, LTD.**

VINCENTS WALK, SOUTHAMPTON 2831.

THAMES HOUSE, CHANDLERS FORD 2271.

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#### L. A. MITCHELL MOTORS, LTD.

DODGE DISTRIBUTORS,

PERKINS DIESEL SIGNHOLDERS.

**1959** Thame Trader tipper, 8-cu.-yd. drop-side body, very good condition, £625.

**1958** Forward-control 8-ton DODGE truck, Leyland engine, 2-speed axle, air brakes, £695.

**1958** Leyland normal-control 8-ton chassis and cab, Leyland engine, very good condition, £625.

**1958** DODGE diesel 6-ton double-drop-side truck, £1,100.

**1958** BALHAM HIGH RD., S.W.12 Phone, Kelvin 2234.

923-106

A39

**Used Goods Vehicles (contd.)**

**BEECH'S GARAGE (HANLEY), LTD.**  
DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

**N**EW B.M.C. 7-ton 150-in.-wheelbase chassis and cab, in stock, immediate delivery. **N**EW York 4-in-line 27-ft. platform trailer with dual brakes, air and vacuum, in stock, immediate delivery. **1960** B.M.C. 7-tonner 17-ft. drop-sided body, 2-speed power steering, in excellent condition. **1961** B.M.C. 7-tonner, 17-ft. drop-sided body, 2-speed fixed-sided body, 5-speed gearbox, power steering, 9.00 x 20 tyres, equal to new. **1959** FODEN 8-wheeler, Gardner 6LW engine, 24-ft. drop-sided body, single-drive axle, 9.00 x 24 tyres, in excellent condition. **A.E.C.** Matador 4 x 4, ex M.O.S., in excellent condition. **1959** FORD 7-ton boxvan, inside measurement 20 ft. 9 in. x 7 ft. 6 in. high by 7 ft. 6 in. wide x 20 ft. 9 in. front. **E.R.F.** Model 4L6G, Gardner 4LW engine, 2-speed axle, 20-ft. drop-sided body, 9.00 x 20 tyres, new cab, in very good condition. **1958** Daimler 4-wheel independent 16-ft. platform trailer, air pressure brakes, 9.00 x 24 tyres, in excellent condition. **1954** E.R.F. 8-wheeler, 24-ft. drop-sided body, Gardner 6LW engine, 9.00 x 20 tyres, double drive, in very good condition. **1959** FORD 7-tonner, 17-ft. drop-sided body, 3-speed rear axle, 22-ft. drop-sided body, 9.00 x 20 tyres, in excellent condition. **A.E.C.** 8-wheeler, double-drive axles, 11.3-litre engine, 24-ft. platform body, 40 x 8 tyres, automatic, in excellent condition. **1957** ATKINSON 8-wheeler, double-drive axles, 24-ft. platform body, 40 x 8 tyres, A.E.C. 11.3-litre engine, in very good condition. **E.R.F.** 6-tonner, Gardner 4LK engine, 16-ft. drop-sided body, 7.50 x 20 tyres, in good condition. **N**EW Scammell 25-ft. 12-ton trailer, fitted 3-piece drop-sided body, immediate delivery.

**BEECH'S GARAGE (HANLEY), LTD.,**  
LEEK ROAD, HANLEY, STOKE-ON-TRENT,  
S. on-T. 23038, 23039 and 25249. 923-931

**BENTLEY BROS. (SHEFFIELD), LTD.**  
VAUXHALL AND BEDFORD MAIN DEALER.  
THE WICKER, SHEFFIELD, 3.  
Phone 29281.

**1960** BEDFORD 4-ton 200-cu.-in. diesel, long wheelbase, painted plain blue, 6,000 miles only, as new, heater, warning indicators, ex Vauxhall Motors demonstrator, £795. **1960** Model 5-ton normal control, 300-cu.-in. diesel engine, 16-ft. platform body, one owner. **1958** BEDFORD 7-ton forward-control long-wheelbase drop-side truck, all tyres in good condition, this vehicle has been used by one local owner on fruit haulage, £595. **1958** ALBION Chieftain, 16-ft. platform body, alloy wood floor, 5-speed gearbox, a quality vehicle at an extremely low price, £725. **1954** BEDFORD 5-ton long-wheelbase drop-side truck, petrol engine, this vehicle has only covered 41,000 miles, £200. **A** Full range of new BEDFORD TK and J model A trucks in stock. Also Bedford vans and conversions. 923-229

**COX'S MOTORS (HILL TOP), LTD.**  
**1958** B.M.C. 7-ton long-wheelbase truck, 2-speed axle, power steering, £725. **1959** MORRIS 4-wheel-drive scow-end tipper, diesel engine, £825. **1951** LEYLAND Octopus 8-wheeler, 600 engine, alloy wood floor, £500. **1952** E.R.F. 8-ton long-wheelbase truck, 4LW Gardner engine, £550. **1959** BEDFORD 15-cwt. van, long wheelbase, £275. **1956** COMMER TS3 long-wheelbase truck, £300. **1956** AUSTIN 3-ton forward-control long-wheelbase, new engine recently fitted, £275. **1956** BEDFORD 5-ton long-wheelbase tipper, petrol, new body, £775. **1954** AUSTIN B.M.C. 7-ton short-wheelbase tipper, 22,000 miles, £775.

TERMS AND EXCHANGES ARRANGED.

**COX'S MOTORS (HILL TOP), LTD.,**  
127 HILL TOP, WEST BROMWICH.  
Phone, Wednesbury 0470 and 1047. 923-312

**CAPITAL MOTOR CO., LTD.**  
TOTTENHAM LANE,  
HORNSEY, N.8.  
Phone, Mon 3451.

BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

**1954** AUSTIN 5-ton forward-control platform, fitted with ACL and Perkins P6 diesel, in excellent condition, including tyres, £185. **1957** BEDFORD long-wheelbase platform with Bedford P6 diesel, in immaculate condition, including £525. **1960** BEDFORD CAS 10-12-cwt. van, £350. **1958** BEDFORD CAS 15-cwt. van, in very good condition, £235. **1958** AUSTIN A55 van, in tip-top condition, £295. **1959** FORD Thames 10-12-cwt. van with side entrance, excellent order, £295. **N**EW TK and J BEDFORDS also in stock. Phone, Mountview 3451. 923-260

**Used Goods Vehicles (contd.)**

**HENRY EATON, LTD.**

**1954**, December, ALBION Chieftain double-deck cattle truck, container body, £585. **A**THENSON 7-ton short-wheelbase hydraulic tipper, Gardner engine, £295. **1958**, October, BEDFORD 7-ton long-wheelbase drop-side truck, 2-speed axle, Bedford 300 diesel engine, £495. **1954** BEDFORD diesel 7-ton chassis-cab, £175. **1958** BEDFORD 6-ton long-wheelbase platform lorry, Bedford 360 diesel engine, £450. **1958** BEDFORD 7-ton tipper, steel U body, £375. **1956** 7 BEDFORD 7-ton long-wheelbase drop-side truck, several at 150 each. **E.R.F.** 16-ft. platform lorry, 5LW engine, 5-speed gearbox, £195. **1959** 60 Thames Trader 6D tractor, S.A.E. coupling, very clean, £745. **1954** 4D 3-ton drop-side truck, £250.

**1960** MORRIS diesel 7-ton medium-wheelbase tipper, Millshaw gear, high-sided alloy body, 9.00 x 20 tyres, £1,050. **1957** SEDDON Mk. 15 7-ton long-wheelbase platform lorry, £650. **1949**-61 SEDDON 6-ton P6 long-wheelbase flats, from £125 each.

**SENTINEL** 7-ton long-wheelbase platform lorry.

**1955**, December, THORNCROFT Sturdy Star box-van, very clean, good tyres, ex private firm, £525.

EXCELLENT FACILITIES FOR EXAMINATION AND TRIALS.

CONFIDENTIAL HIRE-PURCHASE AND PART-EXCHANGES ARRANGED.

**HENRY EATON, LTD.**

107 PALMERSTON STREET,  
ANCOATS, MANCHESTER.

Phone, Ardwick 3146. 923-457

**SELLERS AND BATTY (SALES), LTD.**

FENGATE, PETERBOROUGH.

Phone, Peterborough 67048.

MAIN DISTRIBUTORS NEW E.R.F. COMMER AND B.I.C. TRAILERS.

**1949** ALBION Chieftain fitted Duramit cab and dropside body, 6-in. rear tyres, mechanically good.

**1955** 6-cylinder Diesel 16-ft. wheelbase, fitted Sentinel 6-cylinder diesel engine, air brakes and 23-ft. 6-in. alloy platform body, sound machine, one owner.

**1957** BEDFORD 7-ton model, 300 diesel, fitted platform body, very clean.

**1955** Dodge 106 P6 double-drop-side, good condition.

**1955** SENTINEL DV44 18-ft. drop-side, very clean, one owner, cheap to clear.

**1958** 7-ton Commer 6-cwt. drop-side truck, one owner, immaculate condition.

**1954** 1954 SENTINEL 6-wheeler, long wheelbase.

Recently reconditioned and fitted new tipping gear and high-sided coal body, nice clean bulk tipper. 923-516

—

**VICTORIA MOTOR CO. (BRISTOL), LTD.**

MAIN FORD DEALERS,

TEMPLE GATE, BRISTOL, 1.

Phone, Bristol 2942 (10 lines).

"BEST IN THE WEST."

COMPLETE RANGE OF LIGHT OR HEAVY COMMERCIAL THAMES TRADERS FROM STOCK IMMEDIATE DELIVERY.

**GOOD USED COMMERCIALS**

THAMES Trader, 1959 TS1, 7-ton, 138-in. wheelbase, Telehoist tipping gear, 13-ft. 6-in. wooden body, £825.

THAMES Trader articulated unit, Scammell coupling, new, immediate delivery.

**1960**, January, 5-ton Thames Trader, 152-in. wheelbase, drop-side truck, £950.

**1955** BEDFORD P6 truck, £400.

CONTACT us for early delivery of new 5- and 7-cwt. vans. 921-534

**SPA GARAGE (LEEDS), LTD.**

MEANWOOD ROAD, LEEDS, 7.

Phone 34844-5; evenings 688516.

FOR

**ALBION, LTD.** **YELAND, LTD.** **COMMER**

NEW ALBION Chieftain CH7TR Scammell tractor unit.

NEW ALBION Chieftain CH3AXL chassis and cab.

NEW ALBION Chieftain CH3ALT chassis and cab.

NEW 15-ton FODEN twin-line semi-trailer, 10.00 x 20 ft. 6-in. offside platform body.

NEW FODEN FK tractor unit, Leyland engine, 2-speed axle, heater, special radiator.

**1959** B.M.C. 7-ton boxvan body, good tyres, excellent condition, £650.

FORD Trader 6D platform body, very clean.

A.E.C. Mercury long-wheelbase platform body, one owner-driver, ready for work, £1,050.

BEDFORD 7-ton long-wheelbase, Comet engine, offside body, good tyres, excellent condition.

ALBION 6-cylinder 15-cwt. truck, front-end gear, alloy body, deep fixed sides, and offside platform body.

ALBION Reiver, Leyland engine, 22-ft. platform body.

ALBION Reiver, Leyland engine, 22-ft. platform body, ready for immediate use, £500.

ALBION Reiver, Leyland engine, 22-ft. platform body, ready for immediate use, £500.

**Used Goods Vehicles (contd.)**

**W. JONES (MANCHESTER), LTD.**

WE LEAD—OTHERS FOLLOW.

OUR REPUTATION YOUR GUARANTEE.

A FEW OF OUR EXTENSIVE STOCK—ALL TYPES OF MODERN COMMERCIAL VEHICLES.

**1960**, November, BEDFORD J model, 7-ton tipper, steel 6-cu.-yd. body, 300-cu.-in. diesel engine, 2-speed axle, 9.00 x 20 tyres, choice of Weston or Telehoist tipping gear, very low mileage, cost new £1,582.

**OUR PRICE £850.**

**1960**, November, FORD Trader, Boys conversion 6-wheel tipper, fitted 24-cu.-yd. wooden body, modified brakes, only 12,000 miles, new price £2,800.

**OUR PRICE £1,550.**

**1960**, November, BEDFORD TK 7-ton tipper, 6-cu.-yd. steel body, 300-cu.-in. diesel engine, 2-speed axle, rear tyres, 9.00 x 20, underfloor tipping ram, new price £1,575.

**OUR PRICE £975.**

**1960**, June, FORD Trader, County conversion double-drive, drive tipper, fitted 20-cu.-yd. wooden body, in first-class condition, well tyred, 9.00 x 20, cost new £2,950.

**OUR PRICE £1,650.**

**1959** FORD Trader 6-wheel County extension platform, 9.00 x 20 tyres, choice of three, cost new £1,985.

**OUR PRICE £950.**

**1957** ATKINSON 4-wheel double-ram tipper, Gardner SLW engine, 10-cu.-yd. alloy body, Tecalemit automatic 24-point greaser, 9.00 x 20 tyres, in very good condition.

**OUR PRICE £895.**

**RUTLAND STREET GARAGES.**  
SWINTON, LANCS.

All inquiries, phone, Swinton 2036 and 2037. Telegraphic address, Moniesaver, Swinton, Lancs. GARAGE OPEN DAILY (INCLUDING SUNDAYS) 10 A.M. TO 4 P.M.). 923-218

**USED COMMERCIAL VEHICLES.**

ALL COVERED BY OUR

**A1 GUARANTEE OF 90 DAYS.**

**1958** BEDFORD powered Comet diesel, 7-ton long-wheelbase, 20-ft. flat-bed truck, painted green. £775.

**1958** Thame's Trader, 6-cylinder diesel, 7-ton long-wheelbase, painted cream. £650.

**1958** Thame's Trader 6-cylinder diesel 7-ton 6-cu.-yd. medium-wheelbase tipper, 13-ft. double-drop-side timber body, painted blue, £825.

**1958** Thame's Trader, 6-cylinder diesel 5-ton 5-cu.-yd. short-wheelbase tipper, all-steel drop-side body, painted grey, £650.

**1958** Thame's Trader 4-cylinder diesel 2-ton drop-side truck, painted red, £480.

**1956** Thame's 4-cylinder diesel 4-ton 5-cu.-yd. short-wheelbase tipper, timber drop-side body, painted grey. £650.

**1955** COMMER F.C., 7-ton TS1 long-wheelbase 18-ft. flat-bed truck, painted blue, £425.

**F. ENGLISH, LTD.**, Distributors, Poole Rd., Bournemouth. Phone 20731.

**1960** FORD 7-ton trader 108-in. wheelbase 7-cu.-yd. tipper, Anthony hoist steel body and gear, well maintained by careful operator, £775. (Choice of two).

**1959** FORD 7-ton Trader 138-in. wheelbase 7-cu.-yd. Edbro steel double-drop-side and gear. £775.

**1959** B.M.C. 7-ton 7-cu.-yd. short-wheelbase tipper. Pilot body, with double underfloor gear and Eaton 2-speed axle. £650.

**1957** FORD 5-ton Trader, 152-in. wheelbase, diesel, fitted with cabbuilt double-drop-side body, 16 ft. long, and headboard to top of cab, tyres 8.25 x 20. £650.

**1959** FORD 7-ton Trader, 160-in. wheelbase, with 16-cwt. drop-side truck body, £650.

ALL THESE VEHICLES HAVE BEEN thorougly checked and are ready for work.

**GILBERT RICE, LTD.**

MAIN FORD DEALER.

2-14 WORTHING ROAD,

HORSHAM.

Phone 4331.

923-308

**RELIANCE MOTORS (CHINGFORD), LTD.**

HALL LANE,

CHINGFORD, E.4.

Phone, Sil 7077.

**1954** COMMER 5-ton truck, very serviceable, one owner, £115.

**MORRIS** 5-cwt. van, excellent condition, one owner, £75.

**1958** Thames 30-cwt. van, coachbuilt body, repainted, sound condition, one owner, £150.

**1955** 923-176

### Used Goods Vehicles (contd.)

**A**RLINGTON A LMA GARAGES LTD.  
**A.E.C.**, **A**USTIN, **F**ORD  
SALES AND SERVICE.

- 1958** FORD 5-cwt. van.  
**1959** LAND ROVER 88-in.-wheelbase canopy pick-up.  
**1959** COMMER TS3 18-ft. drop-side truck.  
**1956** BEDFORD diesel, long-wheelbase, fitted with insulated box-type body.  
**1955** BEDFORD 5-ton diesel long-wheelbase drop-side truck.  
**1958** BEDFORD 6-ton normal-control diesel tipper.  
**1957** BEDFORD 6-ton diesel drop-side truck.  
**1955** LEYLAND Octopus 8-wheeler, 24-ft. platform body.  
**1955** A.E.C. Mammoth Major, single drive, 24-ft. platform.

### 103 VICTORIA STREET,

BRISTOL, 1.  
Phone 27063 (5 lines). 923-330

### RUFFORD MOTOR CO. LTD.

OFFER from stock all types of  
DODGE, long and short wheelbase, flats and tippers.  
NEW A.E.C. and Albion 8-wheel tippers.  
CHOICE of 20 6- and 8-wheel tippers, flats and tankers.  
CHOICE of 50 4-wheel flats and tippers.  
ALL types of bodies built in wood, steel or alloy to  
A instruction.  
PLEASE send for lists.

### MILE HILL GARAGE.

CHESTERFIELD ROAD NORTH,  
MANSFIELD.  
Phone 2314-5. 923-501

### CENTRAL GARAGE,

AUTHORIZED  
LEYLAND, ALBION DEALER,  
BARNESLEY ROAD, SOUTH ELMSSALL,  
NEAR PONTEFRACT.  
Phone, South Elmsall 276-7-8.

- NEW B.T.C. 12-ton low-loader, immediate delivery.  
ALBION Reiver, 1955, Albion engine, drop-side body, choice of two.  
BEDFORD, 1959, with Boys third axle, Bedford diesel engine, 2-speed axle, 22-ft. drop-side body.  
COMMER TS3, 1957, with Boys third axle, 22-ft. platform body.  
COVENTRY Superpoise, 1953, articulated, with low-loader semi-trailer, P6 engine.  
ALBION Reiver, 1958, long wheelbase, Leyland engine, 6-speed gearbox.  
FODEN 8-wheeler, 1956, 6LW engine, 24-ft. platform body, very clean.

### TERMS AND PART-EXCHANGES.

**CENTRAL GARAGE,**  
SOUTH ELMSSALL. 923-422

- 1957** LEYLAND Hippo, 6-wheeler, in first-class condition, air brakes, £1,100.  
**1956** (Late) LEYLAND Octopus double drive, air brakes, first class throughout, £1,550.  
**1956** LEYLAND Beaver, air brakes, could be converted to tractor, £750.  
**ANOTHER** as above on very good 40 x 8 tyres, £750.

NEW A.E.C. Mercury long-wheelbase chassis and cab for immediate delivery.

**1949** LEYLAND Comet 75, long wheelbase, very good condition, ex timber merchant, a bargain, £85.

### J. CAMPBELL PARK LTD.

BRIDGE GARAGE,  
CHILDWALL VALLEY ROAD,  
GATEACRE, WOOLTON,  
LIVERPOOL, 25.  
Phone, Gateacre 1331-2. 923-432

### WHEELERS MOTORS LTD.,

MORRIS-COMMERCIAL DISTRIBUTORS.  
YEOVIL, SOMERSET.  
Phone, Yeovil 2561-2-3.

- 1959** MORRIS-COMMERCIAL 7-ton long-wheelbase drop-side truck.  
**1960** AUSTIN 7-ton long-wheelbase chassis-cab, 9.00 choice of two.  
**SEVERAL** other used vehicles in stock from 5 cwt. tons.  
**1956**, October, B.M.C. 7-ton alloy platform truck, good condition throughout.

### NEW VEHICLES IN STOCK.

MORRIS-COMMERCIAL 7-ton 160-in.-wheelbase drop-side truck. 923-186

### Used Goods Vehicles (contd.)

**C. L. AND H. L. BUNDY LTD.**  
AUSTIN, DODGE MAIN DEALERS.

- A**USTIN 5-ton normal-control petrol chassis and cab.  
**A**USTIN 7-ton forward-control tipper, steel body, extras.  
**D**ODGE 9-ton chassis and cab, 2-speed axle, air brakes, power steering, 375 cu.in. engine, 10.00 x 20 tyres, list, -

### TIPPERS.

- 1961**, May, **DODGE** 7-ton long-wheelbase tipper, Leyland Comet engine, double-drop-side, 7-cu.yd. body, unladen weight 3 ton 18 cwt., 6,000 miles since new, original cost £2,200, now offered at £1,695.  
**1947** COMMER 4½-yd. petrol-engined tipper, good condition throughout, £95.

### TRUCKS.

- 1959** THAMES TRADER 7-ton platform, 20-ft. body, reconstructed engine, £725.  
**1959** THAMES TRADER 7-ton platform lorry, 6D engine, virtually as new, 59,000 miles only, £745.  
**1956** BEDFORD 7-ton flat platform, R6 engine, choice two, £350.  
**1956** THAMES 5-tonner, good condition, choice of two, £325.  
**1955** BEDFORD 5-ton drop-side. A model, petrol engine, good condition, choice of two, £275.  
**1954** BEDFORD 7-ton petrol drop-side truck, fair condition, £225.  
**1953** DODGE 5-tonner, P6 engine, £225.  
**1950** BEDFORD 5-ton OL model, average condition, choice of three, £75.  
**1948** ALBION 8-wheeler, good condition, choice of two, £385.  
**1948** ATKINSON 8-wheeler, good condition, 6LW engine, choice of two, £500.  
**1948** ALBION 6-wheeler, good condition, choice of three, £300.  
**1947** E.I.L. 7-tonner, LW engine, £345.  
**1947** LEYLAND Beaver, good condition, £325.  
**1944** LEYLAND Beaver, fair condition bodily, good mechanically, choice of two, £245.

### VANS.

- 1960** BEDFORD long-wheelbase 15-cwt. van, good condition, £360.  
**1959** BEDFORD short-wheelbase 15-cwt. van, £320.  
**1957** THAMES 10-cwt., 21,000 miles only, new engine and tyres, as new, £165.  
**1956** THAMES 10-cwt., new engine, £100.  
**1955** THAMES 10-cwt., fair condition, £85.  
**1955** THAMES 10-cwt., fair condition, £85.  
**1953** COMMER 3-ton van with side-loading doors and integral cab, 100% condition throughout, new tyres, £175.  
**1951** As above but requires tidying, £75.  
**1948** BEDFORD 5-ton pantechnicon body, integral 3-seater cab, walk-in well on rear, £95.

### CANTERBURY 5476.

**FOLKESTONE 51988.**  
**A SHFORD (KENT) 99.**

AFTER 6.30 P.M. LITTLEBOURNE (KENT) 318.  
923-341

### THE NIGHTINGALE ENGINEERING CO. LTD.

- A** New 10-ton COMMER TS3 S.A.E. tractor.  
(late) A.E.C. 8-wheeler, as new.  
**1960** ATKINSON 8-wheeler, 6LW, 24-ft. alloy body.  
**1956** THORNYCROFT 8-wheeler, 24-ft. all-metal platform body, ex C. C. C. operator, one owner, clean vehicle, choice of two.  
**1956** ATKINSON T245 tractor unit together with DODGE 10-ton platform, SLW Gardner engine, clean vehicle.  
**1955** WESTERN LANE, London, S.W.12. Kelvin 2193.  
923-158

### H. TAYLOR AND CO. OFFER

- 1959** MORRIS 15-cwt. Minibus (P.S.V.), grey, £435.  
**1959** AUSTIN Omnicar, white-green, heater, flashers, £395.  
**1959** COMMER 30-cwt. Superpoise van, green, normal control, £295.  
**1959** COB, powder blue, passenger seat, £285.  
**1958** BEDFORD 10-12-cwt. Drop-side truck, £225.  
**1957** AUSTIN 101 van, green, £180.

### ELMBRIDGE 0081.

923-83

### JACKSON'S FOR

#### MODERN SELECTED VEHICLES.

- JULY, 1960. BEDFORD 7-ton steel-body fixed-side upper, 2-speed axle, mileage 11,000.  
**1957** FORD 7-ton long-wheelbase drop-sided truck.  
**1955** AUSTIN 1-ton van, very good condition.

### O. T. JACKSON MOTORS LTD.

855 NEW WOLVERHAMPTON ROAD,  
LANGLEY, NEAR WOLVERHAMPTON.  
Phone, Broadwell 2871-2-3. 923-170

August 25, 1961—THE COMMERCIAL MOTOR 57  
(Supplement)

### Used Goods Vehicles (contd.)

**M**ARSHALLS (CAMBRIDGE) LTD.,  
OFFER THE FOLLOWING

### USED COMMERCIAL VEHICLES

**A**IRPORT GARAGE, NEWMARKET ROAD,  
CAMBRIDGE.  
Phone, Cambridge 56291.

- 1958** AUSTIN A55 van, heater, bench seat, green.  
**1959** THAMES Trader 7-ton platform truck, good condition throughout, £70.  
**1957** BEDFORD 10-12-cwt. van, blue, £190.  
**1956** BEDFORD 5-ton diesel normal-control chassis-cab with large-capacity gown van body, good used tyres, £180.  
**1956** AUSTIN 5-ton forward-control diesel truck, alloy drop-side body, good condition, £390.

AT

### 63 BRIDGE STREET, PETERBOROUGH.

Phone, Peterborough 68811.

- 1960** AUSTIN A55 van, green, heater, low mileage, £42.  
**1959** BEDFORD Kenebus, beige, fitted heater, taxed, good tyres, £415.  
**1958** BEDFORD 6-ton drop-side truck, £700.  
**1956** FORD Thames van, heater, £210.  
**1955** BEDFORD shooting brake, good tyres, taxed, £245.

AT

### 120 GOLDINGTON ROAD, BEDFORD.

Phone, Bedford 68386.

- 1958** FORD Thames 5-cwt. van, £265.  
**1958** AUSTIN A55 pick-up truck, £300.  
**1956** FORD THAMES P6 long-wheelbase drop-sided tipper, £325.  
**1956** FORD 4D 4-ton long-wheelbase drop-side truck, £290.  
**1956** FORD 4D 5-ton long-wheelbase drop-side truck, £300.  
**1956** MORRIS 5-cwt. van, £220.  
**1955** AUSTIN A40 van, £195.  
**1955** MORRIS 1-ton van, excellent condition, £145.  
**1954** MORRIS 1-ton large-capacity van, £110.  
**1953** BEDFORD short-wheelbase 5-yd. tipper, recent reconditioned engine, good tax equipment, £185.  
**1953** AUSTIN 5-ton P6 drop-side truck, £97.  
**1953** Short-wheelbase LAND ROVER, £210.  
**1949** LEYLAND Comet platform truck, 923-159<sup>a</sup>.

### ELT BROS. LTD.

- 1956** FORDSON THAMES 45D diesel 30-cwt. lorry, £230.  
**1955** FORDSON THAMES 4-cylinder petrol 4-ton lorry, £230.  
**1956** BEDFORD 7-ton short-wheelbase tippers, petrol, £110.  
**1956** LEYLAND Comet long-wheelbase high-sided tipper, first-class condition, £750.  
**1955** DODGE 7-ton platform, £175.  
**1955** BEDFORD D-type petrol 5-ton long-wheelbase lorry, very clean, £425.

### PART-EXCHANGE AND HIRE-PURCHASE A PLEASURE.

### ELT BROS. LTD.

BEDFORD AND VAUXHALL DEALERS.  
DEAKINS ROAD,  
BIRMINGHAM, 25.  
Phone, Victoria 2742-3-4. 923-129

### T. C. HARRISON, LTD., MAIN FORD DEALERS.

LONDON ROAD,  
SHEFFIELD.  
Phone 29091.

- 1961** COMMER 4-berth de luxe Caravelle, 2,500 miles, as new.  
**1958** 7-ton THAMES Trader fixed-sided steel-bodied tipper, £725.  
**1958** 7-ton THAMES Trader fixed-sided steel-bodied short-wheelbase tipper, £650.  
**1956** THAMES 3-ton truck with 4-cylinder diesel engine, £275.  
**10-** EDBRO 4LNK tipping gears, ex stock.

### ASSOCIATED WITH

### WEST RIDING MOTOR CO., SHEFFIELD ROAD, ROTHERHAM.

Phone 77296.

923-439  
A41

**Used Goods Vehicles (contd.)**

**BROWNHILLS MOTOR SALES,**  
**LEYLAND, ALBION, SCAMMELL.**  
1952 DAIMLER coach, four years' certificate, 37-seater, £1,200.  
1952 LEYLAND Octopus long-wheelbase, 600 engine, double drive, £650.  
1958 LEYLAND Comet 350 engine, 24-ft. body, £750.  
1958 DODGE long-wheelbase tipper, 350 engine, £600.  
1958 GUY long-wheelbase flat, P6, Eaton axle, £350.  
1957 SEDDON long-wheelbase, P6, £200.  
1954 LEYLAND long-wheelbase tipper, reconditioned engine, Eaton axle, £450.  
1957 COMMER TSJ short-wheelbase tipper, £400.  
1956 COMMER TSJ short-wheelbase tipper, £300.  
1956 DODGE R6 short-wheelbase tipper, £450.  
1956 LEYLAND 18-ft. 6-in. flat, Eaton axle, £300.  
1954 ALBION Chieftain, long wheelbase, £275.  
1954 BEDFORD long-wheelbase tipper, 5-ton, good condition, £340.  
1954 ALBION P6 100L long-wheelbase, Leyland 350 engine, double drive, £600.  
1956 ATKINSON 6-wheeler, double drive, 6LW, overdrive, £675.  
1961 ATLAS Six 10-cwt. vans, new, £325.

**BROWNHILLS MOTOR SALES,**  
WATLING STREET (A5),  
BROWNHILLS,  
STAFFS.

Phone: Brownhills 2307, 2336 and 2392. 923-160

**JISHERWOODS GARAGES, LTD.,**  
DODGE AND E.R.F. DISTRIBUTORS.

1960, December, FORD Trader 6-wheeler, Edbro end-ram gear, £1,200.  
1959 COMMER TSJ 7-ton tipper  
1959 BEDFORD 7-ton drop-side truck, Leyland Comet engine, long wheelbase, Eaton 2-speed axle.  
1959 (Registered) DENNIS 6-ton tipper (ex Ministry), Dennis Max diesel engine, new wrap-round vision cab.  
1958 SEDDON 7-ton drop-side tipper.  
1957 BEDFORD 7-ton tipper, Leyland Comet engine, medium wheelbase, choice of two.  
1957 FORD Thames 5-ton drop-side tipper, Perkins engine.  
1956 FORD Thames 4D drop-side truck.  
1954

**110 BUXTON ROAD,**  
STOCKPORT.

Phone: Stockport 5083. 923-455

1959 NEW LEYLAND Comet tipper, Type CS3-2R, immediate delivery.  
ALBION Chieftain Type CH3AXL, immediate delivery.  
ALBION Chieftain Type CH3AXL, immediate delivery.  
ALBION Chieftain tractor chassis CH7TR, Scammell coupling, immediate delivery.  
THORNYCROFT 6-wheeler, first registered 1959.  
1957 COMMER TSJ 7-tonner, fitted Boys 6-wheel extension, drop-side body; choice of two (Late) COMMER TSJ and tipper, 5-speed gearbox, air brakes, 9.00 x 20 tyres.  
1959 (Late) TSJ COMMER 7-ton, twin-ram and triple-ram, 6-wheel, 23-ft. body.  
1957, December, B.M.C. 7-tonner, fitted Boys 6-wheel extension, Eaton 2-speed axle.  
1956 ALBION Reiver, Comet engine, 23-ft. body.

**WARWICK MOTOR ENGINEERING CO., LTD.,**

STOKE GARAGE,  
COPELAND STREET,  
STOKE-ON-TRENT.  
Phone: 47507-8. 923-476

**COMMERCIAL VEHICLES SALES AND REPAIRS, LTD.**

**A.E.C., MORRIS-COMMERCIAL AND YORK.**

1959 ALBION Clydesdale CD21L, new tyres, 6-speed, heater, drop-side, 21 ft., in fine order.  
1960 COMMER TSJ Scammell tractor unit, 5-speed, heater, good tyres, excellent order.  
1960 LEYLAND Comet CS 3/3 chassis-cab, 6-speed, heater, flatbed, in good order.  
1957 COMMER TSJ 7-ton platform, good order.  
1959 COMMER TSJ Scammell tractor unit, good order.

**CRANES CLOSE,**  
BASILDON.

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**Used Goods Vehicles (contd.)**

**GREAT WESTERN MOTORS,**

705 LONDON ROAD,  
SHEPHERD'S HILL (A4),  
BRANCH OF: CITY MOTORS, OXFORD,  
READING 63333.

MAIN DEALERS FOR BEDFORD IN OXON AND BERKS.

**NEW BEDFORDS FOR IMMEDIATE DELIVERY.**

NEW BEDFORD TK 12-ton diesel tractor unit with or without Scammell coupling, 5-speed gearbox, 2-speed axle.  
NEW BEDFORD TK 5-ton diesel long-wheelbase alloy chassis-cab, 2-speed axle, £375.  
NEW BEDFORD 35-cwt. diesel chassis-cab with Marshall boxvan body.  
NEW BEDFORD 15-cwt. diesel Walker's builder's truck.  
NEW BEDFORD TK 7-ton diesel chassis-cab, 2-speed axle, £375.  
NEW BEDFORD TK 7-ton diesel tipper, Leyland engine, LSO in stock, new vans and Rice trailers.

LARGE selection of quality used BEDFORD trucks at the right price.  
1959 7-ton diesel short-wheelbase high-sided tipper, £375.  
1958 3-ton diesel drop-side, £475.  
1956 5-ton diesel long-wheelbase normal-control drop-side, £425.  
1955 5-ton petrol long-wheelbase forward-control drop-side, £250.

USED VANS.

1959 BEDFORD 10-12-cwt. short van, blue, £295.  
1958 AUSTIN 15-cwt., green-cream, £300.  
1958 MORRIS Oxford pick-up with tilt, £280.  
1957 LAND ROVER, 88 in., diesel, £395.  
1958 Thames 12-cwt. van, £245.  
1958 BEDFORD 10-cwt. 6.7-seater Dormobile, from £265.  
1952 BEDFORD 3-ton boxvan, £125.  
1959 AUSTIN A35, blue, seats, heater, £295.

**GREAT WESTERN MOTORS, READING, 923-383**

**FERRARI OF CRICKLEWOOD, LTD.,**  
200-220 CRICKLEWOOD BROADWAY,  
N.W.2.

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FEW DODGE trucks for early delivery.  
FEW THAMES 15-cwt. vans and trucks, also 12-seaters.  
FEW THAMES 3-ton 4D diesel trucks.  
FEW THAMES Luton trucks.  
FEW MORRIS vans, 1-ton-30-cwt., J2, J4 and LD.  
ALL the above vehicles available from stock.

1959 MORRIS J2 13-seater bus, also choice of two vans.  
1956 MORRIS 30-cwt. diesel truck.  
1958 THAMES 3-ton 4D diesel truck; also 30-cwt. model.  
1958 MORRIS 10-cwt. J/B van.  
1957 8-9 THAMES 5-7-cwt. van, from £195. 923-216

**AVAILABLE NOW:—**

1959 TRADERS, 7-ton short-wheelbase end tippers, steel bodies; choice of seven.  
1957 ALBION Reivers, short-wheelbase end tippers, alloy bodies; choice of three.  
THE above vehicles, in good condition, can be seen by appointment.

**HORVERINGHAM GRAVELS, LTD.**  
LOWDHAM 3171. 923-169

**PRAILLS (HEREFORD), LTD.,**  
COMMERCIAL VEHICLE SPECIALISTS.

**ATKINSON, AUSTIN, FORD, DODGE.**

1959 THAMES TRADER 5-ton 6-cylinder diesel fitted with 16-ft. stock container.  
1958 THAMES TRADER 7-ton diesel, 17-ft. platform body.  
1956 COMMER, Boys 6-wheel diesel, 21-ft. alloy platform, 2-speed axle.  
1955 ATKINSON 8-wheeler 24-ft. flat, double-drive, 2-speed, £650.  
1955 DODGE 7-ton 19-ft. aluminium platform.  
1952 THORNYCROFT short-wheelbase 6-ton tipper.  
1952 AUSTIN 7-ton diesel, 16-ft. 6-in. drop-sided body, 2-speed, power steering.

**PRAILLS (HEREFORD), LTD.**

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**Used Goods Vehicles (contd.)**

**K. AND F. (COMMERCIALS), LTD..**

MAIN DISTRIBUTORS FOR GUY HEAVY COMMERCIAL VEHICLES AND YORK TRAILERS AND THIRD AXLES.

**NEW VEHICLES AVAILABLE FOR IMMEDIATE DELIVERY.**

ONE new GUY light 6-wheeler, 15-ft. 3-in. tipper, 20-ft. long wood and alloy coal body.

**USED VEHICLES.**

1960 GUY Invincible 8-wheel tipper with 21ft. 6-in. long coal body, £3,750.  
1960 DODGE 6-wheel tipper with 19-ft.-long coal body, Leyland Comet engine, York axle, £2,000.  
1960 FORD Trader 7-ton short-wheelbase tipper, £695.  
1959 FORD Trader 7-ton medium-wheelbase tipper with steel body, £675.  
1958 FORD 7-ton medium-wheelbase tipper with wood and alloy body, £650.  
1958 November, LEYLAND Comet forward-control tipper with all-alloy body, £900.  
OCTOBER 1958, DODGE 3145AZ forward-control tipper with wooden body, £800.  
SEPTEMBER 1958, DODGE 146AR6 7-ton platform lorry, £700.  
1958 BEDFORD S-type 7-ton tipper with steel body, £490.  
1957 MORRIS 6-wheel tipper, Boys axle, with 17-ft. long steel body, £650.  
1956 BEDFORD 8-type 7-ton tipper with wooden body, £425.  
1955 BEDFORD 5-ton A-type medium-wheelbase tipper, £250.  
1954 SENTINEL 6-wheel tipper, A.E.C. 7.7 engine and gearbox, all-alloy coal body, Pilot tipping gear, £695.

DEALERS FOR DODGE AND MORRIS COMMERCIALS.

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MAIN RETAIL DEALERS FOR AUSTIN COMMERCIAL VEHICLES AND SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.

1956 AUSTIN 3-ton forward-control, diesel, 1,500-cu.-ft. Luton van body, just rebuilt, in primer, £595.  
1956 FORD THAMES 4D 4-ton, 1,100-cu.-ft. Luton van.  
1956 BEDFORD 7-ton platform lorry, R6 diesel engine.  
1956 AUSTIN 7-ton forward-control drop-side truck, 2-speed axle, reconditioned engine done approximately 20,000 miles, £750.  
1952 ALBION 4-cylinder diesel, 1,600-cu.-ft. all-alloy Luton van, in primer, £225.  
1957 FORD THAMES 4D 1,250-cu.-ft. Luton, £675. 923-152

**GATES OF WOODFORD.**

FORD MAIN DEALERS,

CHIGWELL ROAD,

WOODFORD GREEN.

Wanstead 6633.

SELL our selection of Bedford, B.M.C. and Commer platforms, trucks and boxvans, at competitive prices. 923-204

**WALTON MOTORS.**

£225. 1955 model ALBION Chieftain tractor unit, Scammell coupling, 2-speed axle, C-fence user only.

£190. 1956 (December) FORD 4D diesel 4-ton lorry.

£275. 24-ft. 12-ton TASKER articulated trailer, fitted S.A.E. coupling.

£75. 1952 BEDFORD Luton van.

£325. 23-ft. 10-ton SCAMMELL trailer.

£175. 20-ft. 8-ton SCAMMELL trailer.

£60. Perkins P6 engine, complete with Bedford fittings and gearbox, etc.

255 WALTON LANE, Liverpool, 4. Aintree 1873. 923-217

1955 BEDFORD P6 5-ton drop-sider.  
1956 DODGE P6 long-wheelbase tipper.  
1955 BEDFORD R6 long-wheelbase tipper, one owner.  
1957 BEDFORD R6 7-ton flat.  
E.R.F. 68G.  
THORNYCROFT Sturdy Star drop-side.  
TWO new DODGE chassis-cabs, immediate delivery.

**PARRS (LEICESTER), LTD..**

ABBEY LANE,

LEICESTER.

Phone: 61511 (seven lines). 923-171

### Used Goods Vehicles (contd.)

**S P U R L I N G M O T O R B O D I E S , L T D .**

"THE NAME BEHIND THE SALE."

"B U Y R I G H T."

- 1957 AUSTIN A50 standard van.
- 1956 MORRIS Cowley 10-cwt. van.
- 1959 AUSTIN OmniVan.
- 1957 VOLKSWAGEN passenger.
- 1960 BEDFORD 15-cwt. standard van.
- 1955 BEDFORD 10-ton diesel tractor.
- 1958 BEDFORD 8-ton diesel tractor.
- 1959 BEDFORD 7-ton diesel truck.
- 1955 BEDFORD 7-ton petrol truck.
- 1956 BEDFORD 5-ton petrol tipper.
- 1958 Trader diesel pantechnicon.
- 1956 COMMER T83 truck. Eaton 2-speed.

"B U Y S P U R L I N G . "

USED VEHICLES INQUIRIES TO—

**303 T H E B R O A D W A Y .**

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G/H 2727 and 6687-8-9. 923-290

**WILDE AND BENNETT, LTD.**  
COMMER RETAIL DEALERS

EARLY delivery on all COMMERS from 7-cwt to 12-ton, petrol and diesel.  
NEW DODGE York 6-wheel tipper, model 3165 AZ, Super Comet engine, 5-speed gearbox, 2-speed gear, power steering, air brakes, etc., and extras, twin rear axles, 9.00 x 20 tyres, body fair price approximately £3,500, now owing to special circumstances available at a much lower price at which you cannot afford to miss.

1960 51. Thames Trader 7-ton short-wheelbase tippers, 9.00 x 20 tyres, heaters, etc., genuine mileages 600-800 only, cost approximately over £1,500, now available at £1,095 each, three only.

1959 Thames Trader 7-ton short-wheelbase tippers, clear condition, privately owned, choice of four, £575.

1959 Thames Trader 7-ton long-wheelbase lorry, very small mileage, as new, £775.

1957 BEDFORD diesel 7-ton long-wheelbase twin-ram tipper, large double drop-side body, overhauled and painted, £635.

1956 COMMER 7-ton very clean condition, only £325. SEE our advert under Businesses for late and small A and B licence businesses.

TERMS AND EXCHANGES.

**HADFIELD,**

HYDE, CHESHIRE.

PHONE: GLOSSOP 2902-3.  
AFTER HOURS 2356. 923-236

### CINDER ROAD GARAGE,

1959 BEDFORD 7-ton medium-wheelbase tippers, 11-ft. wooden droptside body, Leyland engine, Bedford 2-speed axle, 9.00 x 20 tyres, £660.  
1958 B.M.C. medium-wheelbase tipper, reconditioned diesel eng. fitted 2-speed axle, power steering, 9.00 x 20 tyres, £550.  
1958 BEDFORD 7-ton medium-wheelbase chassis cab, Perkins R6 engine, Eaton 2-speed 16,500-mile, 8.25 x 20 tyres, can be fitted with body and tipper if required, £300.  
1955 FORD 4-ton tipper, 4D diesel engine, 11-ft. body, good running order, £175.  
1955 FORD 5-ton long-wheelbase drop-side lorry, Perkins engine, 2-speed, £175.  
1954 DODGE short-wheelbase tipper, P6 engine, good running order, taxed, £175.  
1950 MORRIS 3-ton Luton van, very clean and in good running order, £5.  
MOSI Mack 7-ton van, £100, being dismantled for spares, including Foden and Scammell 8-wheelers. Daford, Vulcan "GF", B.M.C. etc.

CINDER ROAD GARAGE, Cinder Rd., Lower Gornal, Dudley Works. Phone: Dudley 53004. 923-257

**S P U R L I N G M O T O R S ( C H I S W I C K ) , L T D .**  
(CHISWICK FLYOVER).

VAUXHALL, BEDFORD MAIN DEALERS

FOR quality tested used vehicles.

1958 1959 and 1960 CA vans, long and short, from £275.  
1958 BEDFORD Hayvan CA van, one owner, first-class condition, choice of two from £250.  
1956 BEDFORD 3-ton petrol Spurling van, £225.  
1955 BEDFORD 5-ton diesel hayvan, 1,800 cu. ft. reconditioned engine, in excellent condition £425.  
1958 COMMER Karrier 3-ton diesel boxvan, 350 cu. ft. separate cab, very clean vehicle, £675.  
1958 Thames Trader 7-ton diesel platform truck, clean condition, £485.  
1957 AUSTIN 13-cwt. diesel van, one owner, £285.

**B E D F O R D H O U S E ,**

CHISWICK HIGH ROAD.

CHISWICK, W.14.

Chiswick 6741. 923-286

### Used Goods Vehicles (contd.)

**C H A N D L E R S M O T O R S , L T D .**

ESTABLISHED 42 YEARS.

LUTON vans and pantechnicons.

- 1.220 CU. FT. 1950 SEDDON Petrol pantechnicon, very little used, fitted by large C-licence operator, in excellent order, £275.
- 1.200 CU. FT. 1959 AUSTIN diesel pantechnicon with drop well, in excellent order, £625.
- 1.100 CU. FT. 1953 AUSTIN petrol pantechnicon, low loader, £365.
- 1.000 CU. FT. 1953 FORD 4D diesel Luton, good order with Plymax body, £230.

T R U C K S AND UNITS.

- 1956 BEDFORD 5-ton petrol tipper, £320.
- 1956 DODGE 8-ton P6 artic unit with 23-ft. Scammell trailer, £400.
- 1955 BEDFORD 8-ton petrol Scammell unit with 23-ft. trailer, £350.
- 1955 BEDFORD diesel 10-ton unit, fifth-wheel drop-in unit, 22-ft. 6-in. trailer, £295.
- 1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel bod. in good condition, £180.
- 1955 AUSTIN 5-ton truck, petrol, £150.
- 1955 AUSTIN 2-ton diesel truck, £160.
- 1953 AUSTIN Loadstar P6 diesel truck, £150.

**C H A N D L E R S M O T O R S , L T D .**, 71 Greenwich South St. London, S.E.10. Gre 2033-4. 923-328

1957 LEYLAND Comet-Scammell tractor units, £875 each.

1953 LEYLAND Octopus platform, good condition, £150.

1955 LEYLAND Octopus platform excellent condition, £1,000.

1960 FORD 6D Trader fifth-wheel tractor unit with two axles, all brakes excellent condition, £750.

**M I L L B U R N M O T O R S , L T D .**,  
51-79 MILLBURN STREET, GLASGOW, N.I.

Phone: Bell 4977. 923-261

### PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL  
RETAIL DEALERS.

- 20 CWT. MORRIS 1-ton petrol van, heater and flashers, £165.
- 6-TON S.C. BEDFORD van, roller shutter, reconditioned engine, £410.

**P A L M E R S T O N C O M M E R C I A L M O T O R S , L T D .**, 75-77 Pentrhyn Rd. Kingston 5618. 923-349

### M A Y D A Y M O T O R S , L T D .

DODGE DISTRIBUTORS

### E A R L I E S T D E L I V E R Y A L L M O D E L S

NEW Thales Trader 7-ton 6D diesel tipper, steel body, immediate delivery; choice of two, £1,450.

NEW AUSTIN 1-ton petrol van, prime, £176.

NEW ATLAS Major 10-12-cwt. van, blue, extras, £520.

NEW AUSTIN J4 10-12-cwt. van, £470.

1961 Thales 4-cylinder petrol chassis-cab, 500 miles only, £605.

1960 BEDFORD CA van, long-wheelbase, 5,000 miles unwritten, excellent, £355.

1959 Thales 5-cwt. van, unwritten, one owner, 15,000 miles, £265.

1959 Thales 10-12-cwt. low mileage, unwritten, £285.

(Late) Thales 5-cwt. van, with heater, excellent condition, £255.

AUSTIN A101 10-cwt. van, unwritten, low mileage, excellent, £225.

DODGE 6-ton diesel tipper, 6-cu.-yd. alloy body, 2-speed axle, £625.

DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice of two from £525.

AUSTIN 5-ton long-wheelbase truck, petrol, fair condition, £165.

1954 ALBION 7-ton diesel tipper, 6-cu.-yd. steel body, excellent condition, £496.

M A Y D A Y R D , Thornton Heath, Croydon. Thornton Heath 34-34-4. 923-267

S O U T H E R N C O U N T I E S G A R A G E S , L T D .

CRAWLEY, SUSSEX.

A GENTS Im. Austin, Ford and Standard commercials & a large selection of new and used vans always in stock.

NEW Thales Trader 4-ton drop-side truck, 152-in. wheelbase.

NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.

NEW ATLAS van from £370.

1960, May. AUSTIN 702 diesel with 7-cu.-yd. tipping body also fitted with 9.00 x 20 tyres, can heater and flashers, 25,000 miles, £1925.

1958 COMMER Karrier diesel 3-ton boxvan, £495.

1956 BEDFORD-SCAMMELL 8-ton tractor unit with R6 diesel engine, £275.

### C R A W L E Y 2 5 6 6 6 ( F I V E L I N E S ) .

923-373

August 25, 1961—THE COMMERCIAL MOTOR 59  
(Supplement)

### Used Goods Vehicles (contd.)

**W. H A R O L D P E R R Y , L T D .**

MAIN FORD DEALERS,  
FINCHLEY

1960 Thames 5-cwt. van, 6,000 miles only, as new, £545.

1959 Thames 5-cwt. vans, from £275.

1960 Thames 7-cwt. van, 14,000 miles only, £315.

1959 Thames 7-cwt. van, £295.

1960 Thames 10-12-cwt. van, £325.

1959 Thames 15-cwt. vans, from £315.

1959 LAND ROVER, petrol engine, Series II, 22,000 miles, excellent condition, £415.

1960 Thames Trader 6D diesel engine, long-wheelbase platform truck, 9.00 x 20 tyres, power steering, 11,000 miles, £925.

1959 Thames Trader 7-ton, 6D diesel engine, long-wheelbase platform truck, 9.00 x 20 tyres, £925.

1960 Thames Trader short-wheelbase tipper, 6D diesel engine with new Anthony metal drop-side tipping body and tipping gear, 9.00 x 20 tyres, choice of four, £925.

1959 Thames Trader short-wheelbase tipper, 6D diesel engine, with new Anthony metal drop-side tipping body and tipping gear, 9.00 x 20 tyres, choice of three, £975.

1959 Thames Trader 7-ton, 6D diesel engine, 7-cu.-yd. tipping lorry with cabriolet tipping gear, 9.00 x 20 tyres, £825.

GOOD selection of Thames and Bedford light vans and 12-seaters. Hire-purchase facilities available.

297 BALLARDS LANE, North Finchley.

**H I L L S I D E 8 8 8 8 .**

923-324

**W E L C H ' S G A R A G E ( S T A P L E F O R D ) , L T D .**  
N E W B E D F O R D S

7-TON normal-control long-wheelbase, 300 diesel, 2-speed 7-axle.

7-TON TK long-wheelbase chassis and cab, 300 diesel, 2-speed axle.

15-CWT. C.A.L. builder's truck.

### U S E D V E H I C L E S .

1957 BEDFORD 7-ton long-wheelbase, 300 diesel, 2-speed, 7-axle, Bonnallack body, much above average, tyres good, £495.

1956 B.M.C. Luton boxvan, B.M.C. diesel, general condition good, £375.

1955 BEDFORD 7-ton long-wheelbase standard drop-sided body, very clean, tyres fair, £225.

1955 BEDFORD 7-ton short-wheelbase steel tipper, only been used on bulk cement, £200.

1956 LONDON ROAD, STAPLEFORD, CAMBS

Phone, Shelford 3017.

923-488

H E N S M A N S , L T D ., Brentwood 5252.

1956 MORRIS diesel 3-ton drop-side truck, £235.

1951 FORD Thames milk float, £135.

1951 BEDFORD 5-ton Luton van, £75.

1958 BEDFORD CA van, £225.

1953 DODGE 5-ton, Perkins engine, £195.

1955 AUSTIN 15-cwt. van, resprayed, £285.

1953 BEDFORD-SCAMMELL unit and trailer, with Comet engine, £425.

1956 Thales 5-ton 4D chassis-cab, £185.

1959 Thales 12-seater grey, low mileage, £410.

1950 Thales 2-ton van, Cost Cutter engine, £60.

1956 Thales 3-ton 4D boxvan, 750 cu. ft., £265.

1957 Trader 5-ton drop-side truck, completely overhauled and resprayed, £490.

1958 Thales 15-cwt. van, £225.

1955 LAND ROVER, petrol engine, good condition, £210.

1959 STANDARD Atlas van, £220.

1959 Thales 5-cwt. van, resprayed, choice of three, £215.

1958 Thales 15-cwt. van, £235.

1957 Thales 5-cwt. van, £210.

1958 Thales 7-cwt. van, £295.

1960 Thales 12-seater yellow, £490.

923-5

C H A S E S I D E M O T O R C O . , L T D .

G R E A T C A M B R I D G E R O A D .

E N F I E L D , M I D D L E S E X .

F O R D M A I N D E A L E R S

Phone, Enfield 3456

£300. 1954 7-ton DODGE diesel platform truck, 5-speed gearbox, Perkins engine, overhauled and resprayed, £495.

£300. 1954 FORD 4D diesel long-wheelbase truck, good tyres all round, £495.

£100. 1956 Thames diesel 5-ton tipper, a good runner, looks rough but ideal for site work, diesel one mile, £100, includes delivery, £100.

£550. 1958 BEDFORD articulated carrier unit with Leyland diesel engine, suitable either artic or pole carrier, in very good order, good tyres.

£500. 1958 COMMER FS3 diesel long-wheelbase truck, in very good order, repainted, good tyres.

£350. 1958 2-ton FORD 4D diesel van, good running order, nice appearance, resprayed green.

923-298

A42

**Used Goods Vehicles (contd.)**

**PENFOLD MOTORS.**

MAIN BEDFORD DEALERS.

**NEW** BEDFORD TK 7-ton long-wheelbase drop-side truck, £150 diesel, immediate delivery.  
**NEW** BEDFORD TK 7-ton extra-long-wheelbase diesel drop-side truck, 2-speed axle, immediate delivery.  
**NEW** BEDFORD TK 7-ton 6-cu.yd. tipper, 350 diesel, immediate delivery.  
**NEW** BEDFORD TK 7-ton 6-cu.yd. tipper, 300 diesel, immediate delivery.  
**NEW** BEDFORD TK 12-ton artic. unit, 350 diesel, Scammell conversion, immediate delivery.  
**1959** LEYLAND Super Comet drop-side trucks, choice of two, one with 20-ft. drop-side body, the other 22-ft.  
**1959** BEDFORD 300 diesel 7-ton drop-side truck, £600.  
**1958** BEDFORD 10-ton tractor unit with Comet engine, complete with Dyson trailer, £700.  
**1958** BEDFORD S-type tractor unit and trailer, 700.  
**1958** BEDFORD S-type 7-ton drop-side truck, £600.  
**1955** AUSTIN B.M.C. diesel 5-ton truck, £295.  
**C** CHOICE of 20 ex "Evening News" delivery vans, 1951 Austins, £20 each; 1953 Bedfords, £80 each.  
**M** ANY good BEDFORD Utilibreaks available.

**PENFOLD MOTORS.**

2-22 BURNT ASH ROAD,

S.E.12.

Lee 1202

**Used Goods Vehicles (contd.)**

**WRAY PARK GARAGES, LTD.**

MORRIS DISTRIBUTORS,

REIGATE 2263 (SURREY).

GOOD SELECTION OF NEW MORRIS-COMMERCIAL VEHICLES IN STOCK.

ALL AT LIST PRICE, IN PRIMER.

**SECOND-HAND VEHICLES**

AS BELOW—

**1953** AUSTIN 3-ton integral Luton van, £125.  
**1958** BEDFORD 3-ton Luton van, side roller shutter, £550.  
**1955** MORRIS 3-ton van, £125.  
**1959** BEDFORD 15-cwt. van at £325 923-375

**SANDICLIFFE GARAGE, LTD.**

FORD MAIN DEALERS.

**1955** FORD Thames P6 boxvan, choice of two, £160.  
**1955** BEDFORD 7-ton R6 drop-side truck, £325.  
**1955** B.M.C. diesel 5-ton bulk tipper, £195.  
Thames 4D steel drop-side tipper, £275.  
**1956** FORD Thames 4D tipper, steel drop-side body, £250.  
Thames Trader, 160-in. wheelbase B.C., £475.  
**1958** Thames Trader 7-ton tipper, steel fixed side, £495.  
**1958** FORD Trader 4D Luton van, £495.  
**1958** STAPLEFORD, NOTTINGHAM

PHONE, SANDIACRE 12234. 923-374

**RICHARDSONS.**

**NEW** A.E.C. 8-wheeler chassis and cab, 11.3 engine, 6-speed gearbox, double drive, 8-wheel brakes, delivery from stock.  
**NEW** GUY 8-wheel Invincible, new Guy Warrior 8-wheeler, immediate delivery.  
**1959** GUY Warrior light 8-wheeler 24-ft. drop-side truck, A.E.C. engine.  
**1959** COMMER TS3 diesel 7-ton 18-ft. drop-side truck, 9.00 x 20 tyres, etc.  
**1954** E.R.F. 6-tonner, Gardner 6L.K. engine.  
**1954** MORRIS 3-ton drop-side truck.  
**1956** B.M.C. 7-ton diesel 18-ft. platform truck, power steering, 2-speed axle, 9.00 x 20 tyres, etc.  
**1960** Trader diesel 7-ton medium-wheelbase tipper.  
**1960** Trader diesel 7-ton short-wheelbase tipper.  
**1960** Trader diesel 7-ton long-wheelbase tipper.  
**1958** BEDFORD diesel medium-wheelbase tipper, 9.00 x 20 tyres.  
**SE** 7-ton drop-side tipper bodies, fitted to Trader 138-in. and 160-in. chassis, Ebdro or Pilot gears, quick turn round.  
**T**. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, Birmingham. Phone, Broadwell 1840 and 2800.

**WHALEBONE MOTORS, LTD.**

**NOVEMBER, 1959**, BEDFORD-SCAMMELL unit, 300 engine, and two new 25-ft. 12-ton Scammell trailers, 9.00 x 20 14-ply tyres, £1,850.  
**15-TON SCAMMELL** tractor units.  
**SCAMMELL** tandem-axle trailers, suitable for above.  
**1952** ATKINSON tractor unit, 6L.W. Gardner engine, Carrimore-Scammell coupling, recent overhaul, new cab, £1,850.  
**1957** LEYLAND Steer, 600 engine, air brakes, 23-ft. 6-in. body.  
**SEVERAL** A.E.C. 4-wheelers, 9.6 engines, 5-speed boxes.  
**NUMEROUS** artic and drawbar trailers.  
**S** ECOND-HAND spares for most makes.

**WHALEBONE MOTORS, LTD.**

239-241 HIGH ROAD,  
CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282. 923-364

**NEW** A.E.C. Mustang chassis and cab, New Dodge short-wheelbase tipper, alloy body, Bedford, 1958, 6-wheel tipper, £350. Two Leyland Steers, 1949, £300 each. E.R.F. 4-wheel flat, 1945, £250. Atkinson 8-wheel flat, 1949, £450. Foden 4-wheel tipper, 1958, £1,600. Leyland Octopus tipper, 1960, £1,800. Dodge 4-wheel coal tipper, 1959, £1,400. Leyland 4-wheel coal tipper, 1959, £1,400. Two Commer short-wheelbase tippers, 1958-59, £500. Dennis 4-wheel flats, 1949-50, £150 each. All makes of new vehicles supplied and various second-hand vehicles for sale. John Brindley, The Close, Sharnford, Hinckley. 923-113.

**CHURCH ROAD MOTORS  
(SOUTHEND-ON-SEA), LTD.**

DODGE DISTRIBUTORS,

HADLEIGH, ESSEX.

Phone, Southend-on-Sea 557211.  
AFTER HOURS 48528.

**1959**, November, FORD tractor unit, one owner, 28,000 miles, complete with 12-ton B.P.C. platform trailer, four in line, fifth-wheel coupling, 9.00 x 20 14-ply tyres, £1,850.  
**1959** COMMER 25-cwt. diesel large capacity van, cost approximately £1,000, £525.  
**1958** DODGE 7-ton drop-side truck, one owner, avg. trial, £875. 923-382

**Used Goods Vehicles (contd.)**

**CHARLES WENSLEY AND SONS, LTD.**

INGS ROAD, WAKEFIELD.

MAIN VAUXHALL AND BEDFORD DEALERS.

**1959** AUSTIN 152 15-cwt. van, side-door loading, choice of two.  
**1955** December, COMMER TS3 short-wheelbase tipper, £550.  
**1956** BEDFORD 7-ton long-wheelbase tipper, alloy body, diesel.  
**1959** BEDFORD 15-cwt. van.  
**1959** BEDFORD Utilibreak special.  
**1959** Workbus.  
**V**AUXHALL and Bedford main dealers. Specialists in refrigeration and bodywork. FOR further inquiries, contact Wakefield 2294 and 54 923-428

**ATKINSON VEHICLES (SCOTLAND), LTD.**

CARLISLE ROAD,

AIRDRIDE 2881-2-3.

**NEW** ATKINSON 8-wheel double-drive chassis and cab, immediate delivery.  
**1954** ATKINSON 6-wheel double-drive tipper, fitted reconditioned 6L.W. underbody tipping gear. Homalloy front body.  
**1958**, October, FODEN 8-wheel double-drive, fitted Gardner 6L.W. air brakes, 24-ft. platform.  
**1959** FODEN 8-wheel double-drive, fitted Gardner 6LX diesel engine, air brakes, 24-ft. platform.

DISTRIBUTORS FOR

**NORTHERN TRAILER CO., LTD.**

**N**EW tandem 27-ft. trailer, 10.00 x 20 tyres.

**P**EW 14-ton 25-ft. trailer, 10.00 x 20 tyres 923-479

**1955** SEDDON 7-TON LONG-WHEELBASE DROP-SIDE TRUCK, P6 DIESEL, EXCELLENT CONDITION.  
**1954** SEDDON 3-TON BOXVAN, PERKINS DIESEL, CHOICE OF TWO.

**1960** ALBION CLAYMORE LUTON VAN, 1,200-CU.-FT. BURTONWOOD PAILLIFT, AUTOMATIC LUBRICATION, EXCELLENT CONDITION.

**1959** FORD TRADER 3-TON LUTON 4D DIESEL VAN, CHOICE OF TWO, EXCELLENT CONDITION

**NORMAND, LTD.**

CUMBERLAND AVENUE,

N.W.10.

Elgar 7757. 923-379

**1951**, December, LEYLAND Octopus 8-wheeler, twin drive, 600 engine, 24-ft. platform, one owner, absolutely first-class condition throughout including tyres, £875.

**1950**, DENNIS 1,000-gal. 3-compartment petrol tanker, condition as above, £225.

**THESE** vehicles ready for immediate use and are only being sold through reorganization.

**L**INES OF WOOTTON, near Canterbury. Phone, Selsted 237. 923-189

**G**EORGE TWYMAN offers:—

**1955** B.M.C. 7-ton flat, diesel, 2-speed, ready for work, £350.

**1956** COMMER TS3 flat, mainly rebuilt, 14-ply alloy truck.

**1959** BEDFORD J-type, Anthony tipper, well above average throughout, £735.

**R**EAGENT GARAGE, 17 High St. Potters Bar. Phone, 57157. 923-187

**J**. C. EDGE AND CO., LTD., Craven Arms, Salop (phone, 2197-80).

**1956** E.R.F. (8-litre R.R. diesel) artic, extending

w.d.; A.E.C. Matador 4 x 4 with winch and retracting jib crane and anchors. 923-252

**1954**, December, BEDFORD A-type boxvan, good mechanical condition, £75.

**1959**, FORD Trader, 1,400-cwt., 4,000 miles only, fitted new bonneted body for four, fibreglass skinned, side and rear loading, £1,400.

**A**USTIN 3-, 5- and 7-ton chassis-cabs with heavy-duty equipment from stock at list price.

**A**USTIN J4 pick-up, list price.

**C**HAMBERS ENGINEERING, Western Turville, Aylesbury. Stoke Mandeville 2282. 923-193

**1956** LEYLAND Octopus chassis and cab, fitted air brakes and p.t.o., £1,250.

**A**.E.C. Montague Major, 4x4, air brakes, 40 x 8 tyres, excellent condition, £1,250.

**B**RAMWELL, PRESTON AND CO., LTD., Phoenix St., Bury Lanes. Phone 4523 and 3900. 923-424

**E. J. BAKER AND CO. (DORKING), LTD.**

BIRCHETT ROAD.

Phone 2422-5, after 6 p.m., Aldershot 20803.

**1960** AUSTIN A55 10-cwt. van, painted blue, with heater, £150.

**1955** 25-cwt. MORRIS van, £150.

**1955** FORD 4D diesel van, 2-ton, £195.

**1958** BEDFORD 15-cwt. van, heater and flashers £225.

**C**HOICE of several 12-seater P.S.V. passenger vehicles, Bedford and Ford. 923-342

### Used Goods Vehicles (contd.)

- 1959** COMMER diesel short-wheelbase tipper, 9.00 x miles, choice between or steel body, £650.  
**1958** COMMER 10-ton long-wheelbase tipper, air brakes, 9.00 x 20 tyres, £395.  
**1955** COMMER long-wheelbase platform truck, 36 x 20 tyres, £210.  
**1956** E. & F. LTD. 10-ton in very good condition, £475.  
**1955** COMMER long-wheelbase platform truck, 9.00 x 20 tyres, £350.  
**1951** ALBION Ciansman diesel 6-wheel drop-side tipper, £45.  
**1955** LEYLAND Comet tractor unit, fifth-wheel coupling, 8.25 x 20 tyres.

### HAMBLINS GARAGE.

THE COMMERCIAL PEOPLE,  
RECTORY ROAD, RUSHDEN  
NORTHANTS.

Phone, Rushden 3211-3. 923-541

### L. F. DOVE (C.V.), LTD.,

AUSTIN COMMERCIAL DISTRIBUTORS.

DOVE'S PAY-AS-YOU-EARN SCHEME FOR USED VEHICLES 3 TONS AND OVER, 10, 15 OR 20 EQUAL MONTHLY PAYMENTS.

- 1960** COMMER 8-cwt. van, green, 5,000 miles, £550 (g).  
**1958** AUSTIN 15-cwt. van, green, £250 (g).  
**1956** BEDFORD 10-12-cwt. CA van, grey, no writing, £165.  
**1951** COMMER 3-ton boxvan, petrol, green, £125.  
**1955** MORRIS 3-ton diesel boxvan, £325.  
**1959** AUSTIN 7-ton 2-speed axle, 17-ton G.T.W. diesel tractor, blue, £850 (g).  
**1959** AUSTIN 30-cwt. diesel drop-side truck, bolster, flashers, heater, screen, now writing, 8,000 miles only, guaranteed, £565.  
Vehicle guarantee (g) carry three months' guarantee.

DOVE (C.V.), LTD., 98 Lower Addiscombe Rd., Croydon. Addiscombe 3311. 923-345

- 1953** AUSTIN A70 pick-up, £70.  
**1955** FORD Thames 5-cwt. van, £150.  
**1958** AUSTIN 15-cwt. Omnivan, £300.  
**1958** DODGE 6-ton tipper, £400.  
**1957** B.M.C. 5-ton long-wheelbase truck, good condition, £545.  
**1959** THAMES TRADER 5-ton chassis-cab, very good condition, £495.  
**1959** THAMES 2-ton van, very good condition, £425.  
DORMOBILE or 12-seaters for sale or hire.

COOMBS COMMERCIALS (GUILDFORD), LTD., Porisomouth Rd., Guildford, Surrey. Phone, Guildford 62907. 923-225

- 1956** AUSTIN 152 Omnivan, repainted.  
**1957** MORRIS J2 van.

**1956** COMMER TSJ 7-ton platform truck, fitted with sack loader.  
**1958** BEDFORD, Perkins 6cyl. engine, 20-ft. platform body.  
**1959** BEDFORD, 300 diesel engine, 20-ft. platform body.

NEW AUSTIN 2-ton diesel drop-side truck.

NEW AUSTIN petrol 8-cwt. drop-side truck.

EARLY delivery of all new AUSTIN commercial vehicles.

VINCENTS OF READING, LTD., Station Square, Reading. Phone, 54204. 923-249

NEW GUY Warrior light 8 chassis and cab, 17 ft. 9 in. wheelbase, £1,150.  
**1960** GUY Warrior light 8 ex-demonstrator platform, 30,000 miles, £2,700.  
**1959** FORD Trader 7-ton long-wheelbase 6D Brico extension, 20-ft. drop-side truck, £635.  
**1953** ATKINSON bulk tipper, Gardner 6LW, £900.

MAY'S MOTORS (ELSTAD), LTD., Surrey, Agenis for B.M.C. and Land Rover.

### BIRMINGHAM COMMERCIAL OFFER:-

NEW MORRIS-COMMERCIAL prime mover, forward control, short wheelbase, fitted with power steering and 10-ton Tasker 24-ft. trailer, ex stock.

**1961** MORRIS 30-cwt. Luton van, mileage 750, £1,000 at £1,000 or offer.

MORRIS B.M.C. tipper, £900 or offer, mileage 4,193.

**1954** FODEN 8-wheeler.

**1953** FODEN 6-wheeler.

**1960** BEDFORD 3-standing horsebox.

MOBILE shop or showroom, 1947 Ford Thames artic with 1,850 cu. ft. trailer.

BEDFORD 10-cwt. van, 1959, excellent condition.

**1954** DENNIS 6-ton long-wheelbase tipper, sound machine.

**1954** E.R.F. 6-ton drop-side lorry, SLW Gardner engine 5-speed gearbox.

**1953** E.R.F. 8-ton drop-side lorry, 20-ft. body.

TERMS and hire arranged.

BIRMINGHAM COMMERCIAL MOTORS, LTD.,

WRIGHT STREET,

(REAR 560 COVENTRY ROAD),

BIRMINGHAM, 10.

Phone, Victoria 0437. 923-482

### Used Goods Vehicles (contd.)

COUNTY OAK SERVICE STATION, LTD., VAUXHALL-BEDFORD MAIN DEALERS, LONDON ROAD, CRAWLEY, SUSSEX. Phone, Crawley 25475-6-7.

- 1959** BEDFORD Workbus, many extras, one owner, £570.  
**1959**, November, long-wheelbase 7-ton van, one owner, £400.

**1959**, December, BEDFORD 15-cwt. long-wheelbase van, one owner, £285.

**1958** BEDFORD 3-ton diesel truck, 13,000 miles only, as new, £385.

**1957** 5-ton FORD Trader, 4D truck, £375.

**1957** BEDFORD Workbus, £245.

**1957** 7-ton DODGE diesel tipper, very good condition, £575.

**1957** BEDFORD 5-ton truck, petrol, excellent condition, £345.

**OCTOBER**, 1954, 7-ton BEDFORD tipper, good condition, £285.

**1952** BEDFORD 3-ton diesel truck, nice condition, £200.

**1953** COMMER 10-ton tractor unit, diesel, with 20-ft. drop-side loading trailer, £385.

**1948** AUSTIN 2-ton meat vans, choice of two at £150 each.

**1947** AUSTIN meat van, £125. 923-499

OFFERED for sale, must be cleared:-

**1956** BEDFORD 7-ton long-wheelbase drop-side diesel truck, 9,000 x 20 tyres, overhauled throughout, ready for work, choice of two, £500 each.

**1955** DODGE 7-ton platform truck, with recently overhauled P6 engine, Eaton 2-speed axle, mechanical and electrical parts put in top-top order, £425 on o.n.o.

**1956** AUSTIN 5-ton diesel short-wheelbase standard tipper, in good mechanical order, requires painting, £185.

**1958** 3-ton Trader, overhauled throughout, to be painted customer's colour, £495.

**1959** AUSTIN 15-cwt. Omnicar small mileage, well tyred, painted green, £325.

**1955** LAND ROVER, in good running order, £165.

CHARLES CLARKE AND SONS (COMMERCIAL VEHICLES), LTD., Chester St., Shrewsbury. Phone, Shrewsbury 2031. 923-164

10-TON 21-ft. semi-low trailer on twin 29 x 8, £150. J. R. Swanson, Cinnbrook 2741, Bucks. 923-274

**1957** E.R.F. 449, 20-ft. platform, good condition.

**1958** SEDDON 15-10, Gardner 4LW engine, 20-ft.

**DODGE** 6-wheeler, 8cyl. engine, 1959, high-sided cab, 16-ft. 6-in. body, £350.

**1957** BEDFORD 7-ton, 20-ft. diesel engine, long-wheelbase, good condition.

**1959** DODGE 7-ton 20-ft. drop-side.

MANY other vehicles. Hire-purchase terms arranged.

WHEATLEY AND FARROWS GARAGES, LTD., Stamford, Lincs. Phone, Stamford 2104-5. 923-329

FOR new and used Albion and Leyland contact

THE RELIANCE GARAGE CO. (BRIGHOUSE),

WAKEFIELD ROAD,

BRIGHOUSE, YORKS.

Phone, day, Brighouse 1677.

NIGHT, BRADFORD 78486 OR 71077. 923-443

GORDON GARAGE (LEYTON), LTD.

FOR immediate delivery:-

NEW BEDFORD J6.5T. diesel tipper, Telehoist gear, choice of body, £325, box, single axle, 9.00 x 20 x 12 P.R. tyres.

BEDFORD 7-ton forward-control truck, 350 cu. in. engine, 167 in., 9.00 x 20 tyres.

**1959** BEDFORD 10-12-cwt. van, £195.

**209** 21-ft. LEA BRIDGE RD., Leyton, E. 10. Phone, Leyton 8232. 923-505

DICKINSON AND ADAMS, LUTON, LTD., Leagrave Rd., Luton, Beds. offer:-

November, 1953, BEDFORD 7-ton drop-side truck, four masts and three good tyres, taxed December, 16-ft. 6-in. body, £175.

**1956** MORRIS 5-ton drop-side truck reconditioned engine, 16-ft., 6-in. body, £160.

**1956** FORDSON 5-ton platform truck, diesel engine, blower, heater, demister, good tyres, 14-ft. body, £180.

**1947** KARRIER 3-4-ton drop-side truck, good order and ready for work, 14-ft. body, £65.

**1954** MORRIS J van, 10-12-cwt., £50.

**1958** BEDFORD 10-12-cwt. van, choice of two, £225 and £205.

**1958** MORRIS JB van, 10-12-cwt., £210.

**1958** STANDARD 6-cwt. van, £165.

**1958** STANDARD 6-cwt. van, £165.

**1958** ALTAIS Kenchbrace 12-cwt. engine overhauled, revarnished, very clean interior, £125.

DICKINSON AND ADAMS, Luton 51221. 923-369

SPURLING MOTORS (CITY) offer:-

**1960** BEDFORD 4-berth caravan.

**1959** BEDFORD CA Workbus.

**1959** BEDFORD Utiliblue special.

**1956** BEDFORD 10-ton petrol tractor unit, Scammell coupling.

**1956** BEDFORD (petrol) 1,500-cu.-ft. furniture van.

**1955** SPURLING MOTORS (CITY), 176-179 Shorelditch High St., London, E.1. Shorelditch 5433. 923-363

AUGUST 25, 1961—THE COMMERCIAL MOTOR 61  
(Supplement)

### Used Goods Vehicles (contd.)

TOM BYATT (STOKE), LTD.,

OFFER, SUBJECT TO BEING UNSOLD, THE FOLLOWING USED COMMERCIAL VEHICLES THREE MONTHS' GENUINE WARRANTY.

**1958** E.R.F. twin steer, rebuilt and re-registered, 20-ft drop-side body.

**1960** BEDFORD J-type normal-control diesel long-wheelbase, drop side, 9.00 x 20 tyres, choice of two.

**1957** BEDFORD 6-ton forward-control diesel, drop side, reconditioned cab, engine and gearbox recently repaired.

**1960** BEDFORD S-type short-wheelbase diesel, drop-side tipper, all new 9.00 x 20 Michelin X tyres, unladen weight, 3 ton 19 cwt, choice of two.

**1957** BEDFORD 5-type long-wheelbase petrol, drop side.

**1957** BEDFORD S-type diesel tipper, unladen weight 2 ton 19 cwt, choice of two.

**1957** THAMES TRADER 6-ton 6-cylinder diesel, 16-ft. platform body, 8.25 x 20 tyres, heavy-duty springs, ACE lubricator, a first-class vehicle.

**1957** COMMER 3-ton diesel drop-side tipper.

**1956** THAMES 2-ton diesel drop-side truck.

**1958** BEDFORD diesel 6-wheel double-drop-side truck. Boys trailing axle conversion choice of three all excellent!

**1959** BEDFORD diesel drop-side tipper, Boys trailing axle conversion very clean.

PHONE, CALL OR WRITE:-

TOM BYATT (STOKE), LTD.,

Used Commercial Sales Department:

VICTORIA ROAD,

FENTON,

STOKE-ON-TRENT,

Phone 48581 ext. 24. 923-462

**1956** 7-ton DODGE, R6 engine, 2-speed axle, 18-ft. 6-in. treble-drop-side body.

**1955** DODGE 7-ton, 16500 2-speed axle, 20-ft. platform and Luton over cab.

**22-F** Hands treble-drop-side trailer, 36 x 8 tyres, good condition.

THE RELIANCE GARAGE (NORWICH), LTD., Heigham St., Norwich. Phone 28911-5. 923-384

**1954** BEDFORD 5-ton drop-side tipper, petrol £275.

**1955** BEDFORD 7-ton tipper, diesel, £300.

**1956** BEDFORD 7-ton long-wheelbase truck £250.

**1954** BEDFORD 7-ton long-wheelbase drop-side truck, petrol £250.

**1954** FORD 18-cwt. van, £200.

**G.** OSCROFT AND CO., LTD., Derwent St., Derby. Phone, Derby 40171. 923-322

**1959** THAMES TRADER 7-ton truck.

**1956** 5-cwt. FORD van, £150.

**1955** MORRIS 3-ton 6-cylinder truck.

A LL Thanes Trader inquiries welcome.

COOMBS SERVICE STATION (FORD Main Dealers), By-pass Rd., Guildford. Phone 62962. 923-304

**GUY** Warrior, July, 1959, drop-side truck, 7.7-litre engine, 10,000 x 20 tyres, £1,295.

**SEDDON** MK. 1973, August, 1957, drop-side truck, excellent condition throughout, £585.

**PAKEMATTS (METAL BODIES), LTD., Millbrook, Southampton 72596**

**DODGE** 1956 7-ton diesel R6 long-wheelbase truck, 18-ft. body, £350.

**THAMES** Trader 18-cwt. 2-3-ton truck, £175. Both one owner in good order.

**SIDNEY SWEDDING**, LTD., Redcliff Way, Bristol, I. Phone 25713 and 23162. 923-314

**VIGO MOTORS**.

**1956** BEDFORD 5-ton tipper, petrol.

**1953** BEDFORD 5-ton tipper, petrol.

**1959** BEDFORD 15-cwt. Luton.

**1959** BEDFORD Utiliblue farmer's model.

**1959** BEDFORD Utiliblue.

**1957** BEDFORD Workbus.

**1957** MORRIS Minor van.

**1956** FORD 12-cwt. van.

**VIGO MOTORS**, Walmer Rd., W.10. Ladbrooke 3051. 923-336

Unclassified Wanted

ANY type of commercial vehicle bought for cash, also late-model, damaged vehicle. Write, 149 Mayo Avenue, Bradford 5. Phone 27694, day or night, zzz-837

ALL types commercial vehicles, also artics, units and trailers, cash waiting. Write, 48 Endbourne Rd., Liverpool, 9. Or phone Attree 5466. 222-622

URGENTLY wanted, three similar 1959-61 8-wheel flats of any leading make, spot cash paid. Phone Baker, Southampton 22695. 924-6333

WANTED, all types of heavy diesel-engined vehicles: cash settlement.

E. CONNORTON, LTD., 328 Brixton Rd., S.W.9.

Brixton 7962. Sanderson 7542. 923-76

LATE-TYPE Leyland, A.E.C. Fodens, all leading makes.

I. and K-whielders, also artics; cash waiting. Percy D. Sleeman, Ltd., 91 Cowley Rd., Uxbridge. Middx. 923-210

445

**Used Goods Vehicles (contd.)**

**N**OTICE to fleet owners and hire-purchase companies.  
**W**ANTED urgently, an unlimited number of late-model  
bats and tippers, 4-wheel and multi-wheel; cash on  
sight.

**WILDE AND BENNETT, LTD.**, Hatfield. Phone:  
Glossop 2902-3; after hours 2356. 923-233

**W**ANTED, all types of commercial vehicles for  
dismantling, large variety of commercial spares in  
stock. G. Yemm, Caerphilly. Phone 3043. 923-6352

**V**EHICLES wanted for scrapping fitted Gardner 4, 5  
or 6-litre engines; we can collect. C. Morgan and  
Sons, Waltham Chase, Southampton. Bishops Waltham  
133. 923-344

**R**EQUIRED, short-wheelbase 6- or 8-wheeler chassis  
and cab, suitable for making into heavy breakdown  
vehicles. Norths, Pontefract Rd., Leeds. 10. Phone 76809. 923-441

**NEW GOODS VEHICLES**

**A.E.C.**

**P**RIMROSE Third Axles for your A.E.C. See your  
agent or write Primrose Group Sales, Clitheroe Rd.,  
Whalley, Lancs. Phone: Whalley 3315-6-7. 922-798

**COMMERCIAL VEHICLE SALES AND  
REPAIRS (ESSEX), LTD.**

**A.E.C.**

AUTHORIZED DEALERS, SPARES STOCKISTS AND  
OFFICIAL REPAIRERS.

CRANES CLOSE,  
BASILDON, ESSEX.  
Phone, Basildon 20223-4-5.

**FOR IMMEDIATE DELIVERY.**

**A.E.C.** Mercury Mk. II chassis and cabs, long and  
short wheelbase.

**A.E.C.** Mammoth Major Mk. V chassis and cabs.

**A.E.C.** Mammoth Major Mark V heavy-duty tipper.

**Y**ORK 14-ton semi-trailer. Model HW2.

**Y**ORK 17-ton semi-trailer, Model TW2A. 923-196

**S**AVILLE MOTOR SALES, LTD.

HARVESTER HOUSE,  
STRATFORD-ON-AVON.  
Phone 4242 (15 lines).

**FOR IMMEDIATE DELIVERY,**

**MANDATOR G4RA**

**P**RIME MOVER, AV 590 ENGINE, FIVE-SPEED  
GEARBOX, TECALEMIT LUBRICATION.

**Y**OUR INQUIRIES FOR ALL A.E.C. TRUCK AND  
COACH CHASSIS WELCOMED.

**D**EMONSTRATIONS ARRANGED.

**HIRE-PURCHASE FACILITIES,**

**PART EXCHANGES.**

923-142

**BIRD'S COMMERCIAL MOTORS, LTD.**

BIRMINGHAM ROAD,  
STRATFORD-ON-AVON.  
Phone 3222-3-4 and 2136.  
Grams, "Quicksale."

**NEW VEHICLES.**

**M**AMMOTH Major, AV690 engine, 5-speed gearbox.  
Immediate delivery. 923-333

**A**RLINGTON ALMA GARAGES, LTD.  
A.E.C. AUTHORIZED DEALERS, REPAIRERS AND  
SPARE PARTS STOCKISTS.

**A.E.C.** Mandator 8-ft. 1-in.-wheelbase tractor with  
knock-out axle.

**A.E.C.** Mandator 8-ft. 1-in.-wheelbase tractor with  
26-ft. Taylor Maxwell platform trailer.  
immediate delivery.

**O**OTHER models available ex stock.

**103 VICTORIA STREET.**

BRISTOL, 1.  
Phone 27063 (five lines). 923-331

**1961** Mammoth Major Model G8RAD 16-ft.-wheel-  
base chassis and cab, 690 engine, 6-speed over-  
drive gearbox, fitted with Pilot U7 tipping gear and  
D-type stabilizer. £4,787.

**1961** Mammoth Major Model G8RAD 17-ft. 4½-in.-  
wheelbase chassis and cab, 690 engine, 6-speed  
overdrive gearbox. £4,342 10s.

**1961** Mammoth Major Model G8RAD chassis and  
cab, 17-ft. 4½-in. wheelbase, 690 engine, 6-speed  
overdrive gearbox. £4,250.

**J**OHN HUDSON, Doncaster Rd., Bawtry, Yorks.  
Phone, Bawtry 362, 456, 457. 923-62

**ONE** A.E.C. Marshall, 11-ft. wheelbase, with Ransome  
Rapier 6-cu.-yd. automatic mixer.

**ONE** A.E.C. Mercury MK. II, 17-ft. 3-in. wheelbase.

**F**OR commercial bodywork. Yeovil Sheet Metal Co.  
Ltd., Yeovil 2091. 923-62

A46

**New Goods Vehicles (contd.)**

**CENTRAL GARAGE (UPPINGHAM), LTD.**

MARKET PLACE.

UPPINGHAM.

Phone, Uppingham 3296-7-8.

**A.E.C. AUTHORIZED DEALERS.**

SPARES STOCKISTS.

**WE** have in stock for immediate delivery subject to  
being sold—

**A.E.C.** Mercury 17-ft. 3-in.-wheelbase chassis-cab, air  
brakes.

**A.E.C.** Mammoth Major 8-wheel bulk coal tippers,

double drive.

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IMMEDIATE delivery of new **LEYLAND** Comet CS32R and CS82R, chassis-cabs, any type of bodywork quoted for. Exchanges welcomed. Immediate delivery. 924-B312

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350 engine.

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OVER 35 SERVICE DEPOTS THROUGHOUT GREAT BRITAIN.

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NEW **LEYLAND** Comet CS3-3R, 20-ft. Duramin platform, 4-speed gearbox, list price.

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## New Goods Vehicles (contd.)

**STEWART AND ARDERN, LTD.**  
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QUEENSBURY ROAD,  
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**H. BEART AND CO., LTD.**, offer:-

**MORRIS** 4-ton and 3-ton vans for immediate delivery  
**102** LONDON RD., Kingston-upon-Thames 924-6327

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**NEW MORRIS** (B.M.C. 5.1-litre) 7-ton 4-wheel 160-in N and 150-in and 120-in. wheelbase chassis-cab, and platform trucks, ex stock.  
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**NEW MORRIS** (B.M.C. 5.1-litre) prime mover tractor, fitted Scammell automatic coupling, ex stock.

**PART-EXCHANGES. DEFERRED TERMS.**

923-484

**THE CRAWLEY DOWN GARAGE, LTD.**, Snow Hill, Crawley, Sussex. Copthorne 109-110.  
**Retail** dealers in **MORRIS-COMMERCIAL**, have in stock:-  
**ONE MORRIS** 3-ton FG model forward-control diesel chassis-cab, immediate delivery. 923-367

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**TWO** new SCAMMELL Highwayman units, immediate delivery.  
**HATTER BROS.**, Austin Agents of Grays. Phone: Purfleet 5488. 923-147.

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**SALES, SERVICE AND SPARES**

**SCARAB** 3-ton and 6-ton diesel and petrol units, immediate delivery.  
**SCAMMELL** trailers, 3-12-ton; for use with Bedfords and other 4-wheel tractors; early delivery.  
**SCAMMELL** 8-ton 23-ft. slided trailer, immediate delivery. 923-480.  
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**LONDON'S** largest SCAMMELL spare parts stockists.  
**R**EMINGTON ST., City Rd., N.I. (Near Angel) Clerkenwell 1456-9. 923-301.

**SCAMMELL** all models ex stock.

**SARSHATTS (METAL BODIES), LTD.**, Millbrook, Southampton 73596. 923-362.

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**PRIMROSE** Third Axles for your **SEDDON**. See your agent or write, Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Whalley 3315-6-7. 922-807.

## PASSENGER VEHICLES FOR SALE AND WANTED

### USED PASSENGER VEHICLES

#### A.E.C.

**A.E.C.** Mark III Duple 35-seater.  
**A.E.C.** Mark IV Burlingham Seagull 37-seater.  
**A**LSO 1959 BEDFORD Duple.

**A**ND R. ATKINS (ALPHA COACHES), LTD., 35 Claremont Rd., London, N.15. Phone: Stamford Hill 9066.  
**1946** A.E.C. double-deckers, low and high bridge, each with late-type Northern Counties bodies, £250.  
**MILLBURN MOTORS, LTD.**, 51-79 Millburn St., Glasgow, N.I. Phone: Bell 4977. 923-264

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**1949-50 ALBION** double-deckers, low bridge Alex. Alexander bodies, 6LW, certificates of fitness to 1964, £325 each.  
**MILLBURN MOTORS, LTD.**, 51-79 Millburn St., Glasgow, N.I. Phone: Bell 4977. 923-263

## New Goods Vehicles (contd.)

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**SEDDON** diesel vehicles. Full range new freighters, tippers, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weight. Hire-purchase, part-exchange.

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**HILLS**

FOR IMMEDIATE DELIVERY:-

**ONE** SEDDON 7-ton 14-ft. 6-in. wheelbase chassis-cab, 350 engine, 9.00 x 20".  
**ONE** SEDDON 7-ton 14-ft. 6-in. wheelbase chassis-cab, 354 engine, 9.00 x 20".  
**ONE** SEDDON 16-ton G.V.W. 7-ft. wheelbase tractor chassis-cab, 354 engine, 9.00 x 20".

FAVOURABLE delivery dates most models.

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**£375.** New and unregistered, a few only. 948 c.c. **STANDARD** Atlas van, in primer, fitted passenger seat, side loading door, spare wheel, 6.40 x 13 tyres, original list price £492, our price £375 each. No part-exchange can be taken.

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STANDARD Commercial Vehicles Distributors.

IMMEDIATE delivery offered:-

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**NEW TROJAN** 20-cwt. and 25-cwt. vans, personnel wagon and rural bus; full range of spares and first-class service from:-

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**A. SMITH (GARAGES), LTD.**, Blackburn Rd., Bolton. Phone: Bolton 8957. Area dealers for **TROJAN** and Lambretta commercials. Scottish representative Andrew H. Smith. Phone: Darvel 461. 923-613

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**FOR** your **VOLKSWAGEN** see the **VW** Centre at Ripley, Surrey. Specialists for all Volkswagen vehicles. The first and only specialists exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone: Ripley 2361. 922-801

**Used Passenger Vehicles (contd.)**

**O**WING to delivery of new machines we have for disposal six 1958 Leyland **ALBION** Aberdeen coaches, 6-speed box, 41-seater Plaxton bodies, radio, heater, Michelin X tyres this season, choice on site. Apply to: Smith's Tours, Market St., Wigan. Phone: Wigan 44246. 923-430

## AUSTIN

**1959** AUSTIN P.S.V. Omnicouch, excellent condition, many extras. £450.  
**APPLETON-ASSOCIATES**, Rootes main dealers, Hildersham Rd., Bridlington. 923-434

## BEDFORD

**1958** BEDFORD petro 41-seater, heaters, blue and cream, seasonal only, certificate of fitness 1965, as new. £2,000.

**1960** BEDFORD, Burlingham body, diesel, 41-seater, heaters, perfect and as new, private parties only. £1,000, certificate of fitness 1967.

**BINNS MOTOR COACHES LTD.**, 40 Higher Bridge St., Bolton, Lancs. Phone: 23615. 923-8657

**BEDFORD** Vega coach, 33 seats, 1951, certificate of fitness 1964, engine owner-driver, lovely condition, must sell. £750 o.n.o. Taylors Coaches, Wotton-under-Edge, Glos. Phone: 2294. 923-8656

**August 25, 1961—THE COMMERCIAL MOTOR 65**  
(Supplement)

## New Goods Vehicles (contd.)

**B**RKS. Oxon. For the first time, early deliveries of B vans, pick-ups. Full service, spares facilities. Royal Berks Motor Co., Thorn St., Reading 51326. 922-621

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**A**LBION, new Chieftain, Clydesdale tractor and double-drive Reiver models, ex-stock.

**DODGE** 3165AT and 3143AZ chassis and cabs, ex-stock.

**EVAN**, new CS3/3R chassis and cab, ex-stock.

**PETERBOROUGH ENGINEERING CO., LTD.**, 36 Fye Rd., Peterborough. Phone: 66161. 923-226

**C**ATTLE container, 16-ft. alloy body by Drew, CK.

**12-TON** tractor unit, 96-in. 350-cu.in. diesel, 5-speed

**12 TON** gearbox.

**12 TON SCAMMELL**, straight frame, 25 ft. with 18-in. sideboards.

**B**ox.

**12 TON SCAMMELL BEDFORD** tractor unit with

**12 TON** Scammell attachment.

**ONE** 12-ton straight-frame 25-ft. flat trailer.

**ONE** 12-ton FG model forward-control diesel chassis-cab, immediate delivery. 923-381

## NEW VEHICLES EX STOCK.

**TWO** A.E.C. Mustang chassis, 6-wheelers, 19-ft. wheel base, air hydraulic brakes, synchromesh gearbox, twin steer, 10.00 x 20 14-ply tyres, heater, demister, flashing indicators, latest-style cab.

**ONE** SEDDON MK. 15-10-TA, Leyland 375 engine, 5-speed gearbox, air brakes, 18.500 Eaton 2-speed axle, power steering, 10.00 x 20 14-ply tyres, heater demister, flashing indicators.

## IMMEDIATE DELIVERY.

**ROSS GARAGES (SALES), LTD.**

PENARTH ROAD,  
CARDIFF.  
Phone: Cardiff 24671. 923-406

**HULL ROAD MOTORS (YORK), LTD.**, offer for immediate delivery:-

**NEW DODGE** 3142 10-ton tractor unit, complete with fifth-wheel coupling.

**NEW DODGE** 3143 12-ton tractor unit complete with fifth-wheel coupling.

**NEW DODGE** 3166 8-ton chassis and cab to take 20-ft.

body all fitted with heaters, front shocks, 2-speed

axles, flashers and the New Six 354 diesel engine.

**NEW BEDFORD** 12-ton tractor unit, TK model with Leyland engine, offered on behalf of client at £150 below list at only £1,465.

**PART-EXCHANGES** and hire-purchase welcome, good used vehicles always available. May we quote you.

**HULL ROAD MOTORS (YORK), LTD.**, Main Dodge Dealers, White Cross Garage, Hull Rd., York. 923-437

**BEDFORD** 2-3-ton pantechron van, brand new, unused, painted green, offers.

**MORRIS-COMMERCIAL** new vehicles in stock.

**SHORT-WHEELBASE** 7-ton chassis-cab. Eaton 2-speed

**S**ingle.

**2-TON** F.G. chassis front end (diesel).

**2-TON** F.G. drop-side diesel.

**J2** Vans and pick-ups.

**J4** Vans and pick-ups.

**AA** LL for immediate delivery. Colmore Depot, Ltd., Upton, Worcester. 923-486

## Used Passenger Vehicles (contd.)

**VINCENT GREENHOUSES (WREXHAM), LTD.**

**C**LEARANCE of coach stock in preparation for new buses to 8.35.6, £1,700.

**1955** BEDFORD Duple 36-seater, certificate of fitness to 22.4.64, £1,500.

**1954** DODGE Duple 36-seater, certificate of fitness to 29.5.63, £1,250.

**1953** DODGE Duple 36-seater, certificate of fitness to 29.5.63, £1,250.

**1952** BEDFORD Vista 29-seater, certificate of fitness to 15.3.63, £400.

**TRIPLEX MOTOR WORKS**, Wrexham. Phone: 3431. 923-4345

**1949** BEDFORD Vista, 29 seats, recently overhauled throughout, certificate of fitness to 1964, £345. Lawson Ball, 23 Latham Crescent, Tipton, Staffs. Phone: 2289. 923-1719

**1954** BEDFORD Duple 36-seater, radio, speech amplification, roof quarter lights, heaters, engine reconditioned this year, maroon and cream, certificate of fitness 1964, £1,475. Bayham's Coaches, Ross-on-Wye. 923-320

**1955** BEDFORD 21-seater coach, excellent condition, good tyres, just been certified five years ago. inspection invited. £675. Phone: Fosters 2611. 924-3656

A49

**Used Passenger Vehicles (contd.)**

**SAVILLE MOTOR SALES LTD.**  
HARVESTER HOUSE  
STRATFORD-ON-AVON  
Phone 4242 (15 lines)

**FOR YOUR NEW OR USED BEDFORD COACH**  
FOR immediate delivery; choice of (two), BEDFORD Super Vega, 36-seater, diesel engine, 7 ft. 6 in. wide, red interior, one owner, certificate of fitness 1966.

**1959** BEDFORD petrol 36-seater Burlingham, complete, reconditioned, re-seated and repainted, certificate of fitness June 1964.

**1954** BEDFORD petrol 36-seater Super Vega, quarter lights, heaters, low mileage, certificate of fitness 1966.

**1954** BEDFORD petrol 36-seater Burlingham, complete, reconditioned, re-seated and repainted, certificate of fitness October 1962.

**A.E.C.** 7 ft. front 36-seater Plaxton rebodied A.E.C. 1953 certificate of fitness October 1962.

**1952** BEDFORD petrol Super Vega 33-seater, quarter lights, tubular racks.

**CHOICE** of several 1959 BEDFORD Super Vegas, fitted with petrol engines.

**DEMONSTRATIONS ARRANGED HIRE-PURCHASE FACILITIES.**

**PART EXCHANGES.**

YOUR INQUIRIES WILL RECEIVE OUR PERSONAL ATTENTION. 923-143

**1957** SB3 BEDFORD Durie 41-seater luxury coach, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heaters, wheel trims, public address and radios, excellent order, throughout, only £3,295 o.n.o.

**1952** BEDFORD 35-seater, blue exterior, red interior, very clean and useful vehicle, certificate of fitness to 1962, best offer secures.

**ALL** deals are negotiable and H.P. terms can be arranged.

**AGENTS OF KINGSTON LTD.** 140a London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines); or after hours, Molesey 6949. 923-74

**V. COLEMAN,**  
166 MAIN ROAD,  
SUNDRIDGE, KENT.  
Brasted 291.

**1953** BEDFORD Super Vega 35-seater, 7 ft. 6 in. 1963, £1,050. No part-exchange.

**SEVERAL** coaches suitable for works contracts, etc. 923-185

**1959** BEDFORD Burlingham 41-seater, choice of two. Please contact Greatrex Motor Coaches, Ltd., 140 Newport Rd., Stafford. Phone, Stafford 1966. 923-166

**SILVER LINE MOTORS.**  
VAUXHALL AND BEDFORD MAIN DEALERS.  
**SEASONAL REDUCTIONS.**

**NEW** BEDFORD SRI 41-seater Burlingham Seagull 61, exterior finished ivory with red upholstery, immediate delivery from stock.

**1957** BEDFORD 41-seater Duple Super Vega, exterior finished cream and red, interior trimmed red, coach body in first-class condition, certificate of fitness 1964. £2,550 o.n.o.

**1957** BEDFORD 41-seater Duple Super Vega, exterior maroon and grey with red interior trimming, certificate of fitness 1964. £2,470 o.n.o.

**1956** BEDFORD silver and blue with red interior trimming, very sound vehicle, reconditioned to 1966. £2,300 o.n.o.

**1952** BEDFORD 33-seater Vega, exterior finished blue and grey, clean, smart-looking coach, fitted radio and heater, certificate of fitness 1962, to clear, 950 o.n.o.

**1952** BEDFORD, 37-seater Gurney Nutting body, finished green and cream with green moquette, fitted reconditioned petrol engine, certificate of fitness 1963, to clear, 1,050 o.n.o.

**1952** BEDFORD 31-seater Duple Vega, 7-ft. 6-in. 1952 body, exceptionally bright and attractive coach, fitted radio, certificate of fitness 1962. £950 o.n.o.

**ALL** vehicles have received thorough check-over and repaired as necessary and are offered for sale in first class condition.

**SILVER LINE MOTORS.**  
BESSEMER ROAD,  
WELWYN GARDEN CITY, HERTS.  
Phone, Welwyn Garden 24132. 923-269

**1952** BEDFORD Duple Vega 33-seater coach, fitted 7 ft. 6 in. 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2010, 2011, 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### Used Passenger Vehicles (contd.)

**E. J. BAKER AND CO. (DORKING) LTD.**  
COACH SHOWROOMS AND SERVICE STATION,  
FARNHAM TRADING ESTATE,  
FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.  
AFTER 6 P.M., FARNHAM 4481.

We are now taking orders for 1962 model coaches, delivery from September onwards. Duple Plaxton, Burlingham 41-seater bodies on new BEDFORD petrol and diesel-engined chassis, 2-speed axle optional, also new Bedford 29-seater models.

LET us quote you now for your next year's requirements.

#### SPECIAL OFFER.

INQUIRIES are invited for fleets of coaches available "straight off service" September-October. Part-exchanges arranged, special low prices.

**1960** Model BEDFORD SBI diesel Duple, 41 seats, grey interior, green-cream exterior, one owner, certificate of fitness September, 1965, choice of six from £3,000.

**1960** And 1961 FORD Thames Trader Duple, 41 seats, 2-speed axle, glass roof quarters, many other extras fitted, careful owner, low mileage, choice three, red interior, pink-grey exterior, immaculate, from £2,900.

**1954** BEDFORD petrol 38-seater Duple and Plaxton bodies, red and blue interiors, blue-cream exterior, choice from £1,250.

**1954** BEFDORF diesel Duple, 38 seats, red interior, red-grey exterior, fitted Bedford 300-cu.-in. diesel engine, choice of several.

IMMEDIATE delivery of the following high-class second-hand vehicles:

**1961** TROJAN, 13 seats, luxury coach, low mileage, many extras, as new, blue interior, certificate of fitness December, 1967, £1,275.

**1959** BEDFORD petrol Duple, 41 seats, glass roof quarters and red interior, low mileage, certificate of fitness March, 1966, £2,475.

**1959** BEDFORD PSV, 11 seats, green-cream exterior, certificate of fitness June, 1966, £450.

**1959** (Registered October, 1959) BEDFORD SBI, 41-seater Duple, 41 seats, red interior, fawn-brown exterior, one owner, very clean, certificate of fitness October, 1965, £3,050.

**1958** BEDFORD petrol Duple, 41-seats, choice of four, cream, maroon, green and brown-yellow exterior, certificate of fitness 1964, £2,475.

**1957** BEDFORD Duple, 41 seats, brand new 300 diesel engines being fitted with complete sound insulation, red interior, red-maroon exterior, choice of two, certificates of fitness March, 1964, £2,400.

**1957** BEDFORD Burlingham 37 seats red interior, gold-maroon exterior, certificate of fitness 1964, £2,150.

**1957** BEDFORD Duple, 37 seats, Formica sides, blue interior, blue-grey exterior, low mileage, immaculate, certificate of fitness May, 1964, £2,400.

**1956** BEDFORD Burlingham, 41 seats, red interior, one owner, re-certified May, 1961, £2,250.

**1955** (Registered April, 1961) Yeates, 36 seats, red interior, red-ivory exterior, one owner, very clean, certificate of fitness September, 1964, £1,650.

**1954** BEDFORD Duple Super Vega, 38 seats, blue interior, blue-cream exterior, one owner, engine recommissioned, certificate of fitness March, 1964, £1,650.

**1953** BEDFORD Duple Super Vega, 38 seats, up-vents, cream interior, cream exterior, certificate of fitness 1963, £1,350.

**1953** Registered A.E.C. 7.7 Yeates, 37 seats, full front, autumn tint interior, maroon-cream exterior, red-grey, clean and attractive coach, certificate of fitness March, 1963, £675.

**1952** DENNIS Falcon, 5.5-litre engine, Plaxtons, 38 seats, Eaton 2-speed axle red interior, cream-blue exterior, certificate of fitness October, 1961, £595.

**1952** BEDFORD Duple, 36 seats, red interior, red-cream exterior, heater, £1,050.

BEDFORD Duple, 33 seats, autumn tint interior, red-grey-cream exterior, very clean, certificate of fitness February, 1964, £750.

**1952** GURNEY NUTTING, 36 seats, autumn tint interior, green-ivory exterior, certificate of fitness 1962, £795.

**1952** DENNIS Lance J10A Strachans, 37 seats, full front, one owner, certificate of fitness April, 1962, £2,250.

**1950** DAIMLER CUD6 Gurney Nutting, 35 seats, lift-up ven's, full front, red interior, red-grey exterior, certificate of fitness 1962, £750.

**1950** (Reg. No. 76) Duple, 33 seats, full front, red interior, red-grey-cream exterior, very clean, certificate of fitness February, 1964, £750.

**1950** AUSTIN Kenex, 32 seats, red interior, brown-ivory exterior, certificate of fitness May, 1963, £295.

**1948** (Reg. No. 47) BEDFORD Vista, 29 seats, choice of several clean coaches, certificate of fitness 1962-63, from £225.

WE specialize in speedy crash repairs. All trimming, painting, signwriting, steam cleaning and bodybuilding can be carried out on our mobile premises. We can normally hire you a coach while your vehicle is being repaired. Our representative will be delighted to call on you to discuss your requirements without obligation.

**E. J. BAKER AND CO. (DORKING) LTD.**  
COACH SPECIALISTS OF THE SOUTH.  
FARNHAM, SURREY. 923-84

#### PEARL GARAGES, LTD.

**A.E.C.** 9.6 33-seater half-cab, 1949, certificate of fitness to 1963.

**A.E.C.** 9.6 33-seater full-front, 1950, certificate of fitness to 1963.

**DENNIS** Lancet 35-seater half-cab, 1947, certificate of fitness to 1964.

**DENNIS** Lancet 35-seater half-cab, 1949, certificate of fitness to 1963.

**BEDFORD** Vista 29-seater, 1949, certificate of fitness to October, 1962.

NEAR offer accepted for any of the above.

COMPLETE engine and spares for 9.6 A.E.C.

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LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.  
HEAD OFFICE—  
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.  
Howard 1266.

#### NEW 1961 MODEL COACHES.

##### IMMEDIATE DELIVERY FROM STOCK—

**BEDFORD** SB3, petrol engine, Duple 41-seater Super Vega, glass roof quarters, heater, radio and many other extras fitted, finished red and cream.

**BEDFORD** SBI, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras fitted, finished cream.

**BEDFORD** SBI, 300-cu.-in. oil engine, Harrington Crusader 41-seater, glass roof quarters, Formica panel, radio and other extras, finished cream and red.

**BEDFORD** SBI, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream.

#### NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER CHASSIS.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.  
Victoria 6033.

#### NEW COACHES FOR IMMEDIATE DELIVERY

**A.E.C.** Reliance, air brakes, Plaxton Embassy 41-seater, central entrance, glass roof quarters, heaters, Formica panels, finished grey.

#### A SELECTION OF 50 USED COACHES IN STOCK—

#### BEDFORD.

**CHOICE** of 10 1956-57-58-59 41-seater Duple, Plaxton and Burlingham coaches, petrol engines, all with current certificates of fitness.

**CHOICE** of 12 1951-52-53-54-55-56 31-38-seater Duple, Plaxton, Burlingham coaches, petrol and diesel engines, all with current certificates of fitness.

**CHOICE** of several 1946-50 BEDFORD 29-seater Duple Vist. coaches, with current certificates of fitness.

#### A.E.C.

**CHOICE** of 10 1956-57-58-59 41-seater Duple, Plaxton and Burlingham coaches, petrol engines, all with current certificates of fitness.

**CHOICE** of 12 1951-52-53-54-55-56 31-38-seater Duple, Plaxton, Burlingham coaches, with current certificates of fitness.

#### LEYLAND.

**CHOICE** of four 1951-52 Royal Tiger 39-41-seater Harrington coaches, all with current certificates of fitness.

**CHOICE** of several 1947-50 PSI-T and Comet, Duplex and Burlingham coaches, with current certificates of fitness.

#### COMMER.

**1956** TS3 (diesel) 41-seater Duple, finished cream-orange, with current certificate of fitness.

**1950** work. Avenger (petrol) 33-seater, All-weather coach-work, finished cream and brown, certificate of fitness 1963.

ALL THE ABOVE COACHES ARE OFFERED AT ATTRACTIVE PRICES AND INSPECTION AND DEMONSTRATION CAN BE ARRANGED FROM OUR DEPOTS AT—

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NEWPORT ROAD, CARDIFF.  
Cardiff 28734.

CORNARD ROAD, SUDSBURY, SUFFOLK.  
Sudbury 2301.

MITCHELL LANE, VICTORIA STREET, BRISTOL, I.  
Bristol 27063.

**ARLINGTON MOTOR CO., LTD.** 923-150

**COACHES AND COMPONENTS, LTD.**  
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Archway 2647 (five lines).

#### DIESEL.

**1960**, April, BEDFORD 41-seater Super Vega, £3,195; grey-pink.

**1959**, May, BEDFORD 41-seater Super Vega, £2,895; grey-green.

**1959**, March, BEDFORD-LEYLAND 41-seater Super Vega, £3,150; blue-grey.

**1958**, April, BEDFORD 41-seater Super Vega, £2,750; red-violet.

**1958**, April, BEDFORD-LEYLAND 36-seater Continental, £2,975; blue-grey.

**1955**, May, BEDFORD 38-seater Super Vega, £1,395; cream-blue.

**1955**, July, BEDFORD 35-seater Super Vega, £1,250; red-cream.

#### PETROL.

**1959**, May, BEDFORD 41-seater Super Vega, £2,795; blue-grey.

**1958**, June, BEDFORD 41-seater Plaxton, £2,650; cream-blue.

**1958**, May, BEDFORD 41-seater Burlingham, £2,595; maroon-cream.

**1957**, April, BEDFORD 41-seater Super Vega, £2,250; cream-blue.

**1956**, June, BEDFORD 41-seater Super Vega, £2,095; green-cream.

**1955**, April, BEDFORD 38-seater Super Vega, £1,695; green-ivory.

**1954**, April, BEDFORD 38-seater Super Vega, £1,550; red-cream.

**CHOICE** of several of each vintage in stock! 923-397

August 25, 1961—THE COMMERCIAL MOTOR 67  
(Supplement)

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IF YOU HAVE NOT RECEIVED OUR VERY SPECIAL SALE PRICE LIST SEND FOR YOUR COPY NOW.

BETTER VALUE THAN EVER BEFORE IN S.M.T. RANGE OF USED COACHES. EXAMPLES FROM OUR LARGE AND COMPREHENSIVE STOCK INCLUDE—

1958 BEDFORD Plaxton SBI 41-seater full luxury coach, certificate of fitness February, 1965, £2,850.

1959 BEDFORD Plaxton 41-seater coach, certificate of fitness November, 1965, £2,950.

1958 BEDFORD Duple 41-seater coaches, choice of two top quality machines, £2,650 each.

1957 BEDFORD Plaxton 38-seater coach, many extras, certificate of fitness April, 1964, £2,550.

1955 BEDFORD Plaxton 36-seater full luxury coach with many extras, certificate of fitness 1965, £1,995.

1956 BEDFORD Plaxton 41-seater full luxury coach, just been recertified, certificate of fitness to 1966, £2,275.

1955 BEDFORD Duple 36-seater coach with R6 diesel engine in good condition, certified to March, 1965, £1,450.

1954 BEDFORD Duple 36-seater coach with R6 diesel engine in excellent condition, certified to April, 1963, £1,350.

1953 BEDFORD Burlingham 35-seater coach with Leyland Comet diesel engine, certificate of fitness 1963, £1,395.

1952 BEDFORD Duple 32- and 35-seater coaches in excellent condition at prices from £950.

1952 BEDFORD Plaxton 33-seater coach, certificate of fitness 1962, £750.

1955 COMMER Plaxton 41-seater coach, diesel, certificate of fitness 1965, £2,150.

1954 COMMER Plaxton 39-seater coach, diesel, £1,750.

1954 SEDDON Duple 41-seater coach, certificate of fitness December, 1963. Outstanding value at £1,400.

#### DEMONSTRATIONS

#### WITHOUT OBLIGATION

#### ANYWHERE.

FOR A BETTER DEAL CONSULT THE COACH EXPERTS.

#### PART-EXCHANGES WELCOMED.

HIRE-PURCHASE FACILITIES FROM 10% DEPOSIT, OFFICIAL FITTING AGENT FOR

#### TECALEMIT SYNDROMIC AND A.C.L.

#### UTO-LUBRICATION.

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LTD.

177-205 FINNIESTON STREET, GLASGOW, C.3.

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#### W. HAROLD PERRY, LTD.

MAIN FORD THAMES P.S.V. DEALERS,  
STATION BRIDGE, WEALDSTONE,  
MIDDLESEX.

1951 MAUDSLAY 39-seater coach, certificate of fitness 1963.

1949 COMMER Avenger Plaxton 33-seater, certificate of fitness 1963.

1949 BEDFORD O.B. Thurgood 29-seater, un-certi-fied, 10 years' certificate, suitable for work-shop or mini-shop.

1948 DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

PART-EXCHANGE. HIRE-PURCHASE.

PHONE, HARROW 1031.

923-42

A51

**Used Passenger Vehicles (contd.)**

**BARNARD AND BARNARD, LTD.,**  
310-326 SYDENHAM ROAD,  
LONDON, S.E.26.

**NEW** Plaxton Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream, £1,250.  
**NEW** Duple Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

**1961** Thames Yeoman (demonstrator), 41-seater full-luxury Duple body fitted with many extras, interior red moquette, exterior cream and red, small mileage, as new.

**1957** COMMER TS3, 41-seater full-luxury Duple body, fitted with radio, heaters, Formica side panels, lift-up roof lights, in excellent condition throughout, certificate of fitness 1964.

**1956** BEDFORD Super Vega 41-seater, full-luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1964.

**1955** COMMER TS3, 39-seater full-luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.

**1953** SENTINEL 41-seater full-luxury Plaxton body fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.

**1953** BEDFORD Plaxton Ventura 35-seater, full-luxury body, fitted heaters, divided seats, in good clean condition throughout, certificate of fitness 1963.

**1952** BEDFORD Super Vega 37-seater, full-luxury Duple body, fitted heaters, interior red moquette, good clean condition throughout, certificate of fitness 1963.

**1950** BEDFORD Vista, fitted with a petrol and oil engine, 29-seater full-luxury Duple body, Formica side panels, in good clean condition throughout, certificate of fitness 1964. Choice of three.

**1949** BEDFORD Mk. II service bus, 31-seater, fitted with Dunlop seats, in good clean condition throughout, certificate of fitness 1962.

**SEVERAL** coaches, suitable for workmen and mobile S shops, at very reasonable prices.

Why not call at our premises and inspect the finest selection of vehicles available in the country, let us call on you and demonstrate anything you may require without obligation.

PART-EXCHANGES. HIRE-PURCHASE

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AFTER HOURS, BIGGIN HILL 2330. 923-157

**FRANK COWLEY.**

**200**

**BUSES AND COACHES**

ACTUALLY IN STOCK AND READY  
IMMEDIATE SERVICE.

**1952** LEYLAND Royal Tiger coaches, full air brakes, underfloor engine, bulkheads, all in excellent condition and certified, choice of four, £1950 each.

**1952** A.E.C. MK. IV underfloor engine, with full air brakes, 39-seater coach, in very excellent condition throughout, certified 1962, £895.

**LEYLAND** PSI 33-seater coaches, all with good, clean, sound bodies and good seats, first-class machines, £325 each.

**BRISTOL** Super 35-seater service buses, SW Gardner engines and 5-speed gearboxes, Burlington bodies and seats in almost new condition, certified 1962 and 1963, £120 each.

**1949** A.E.C. MK. III 34-seater service buses, all with 9.6 engines, full air brakes and crash-type gearboxes, very lovely order and condition, all certified, £340 each.

**1949** A.E.C. high- and lowbridge double-deckers, all fitted with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some R.T. types with all-metal bodies, £350 each, choice of 12.

**A.E.C.** High-bridge 7.7 double-deckers, all with Willowbrook bodies, first-class machines, £295 each, short chassis.

**GUY** low-bridge 53-seater double-deckers, all with Gardner SWL engines and 1952 bodies, exceptionally clean, sound machines, £295 each, choice of eight.

**LEYLAND** high- and low-bridge double-deckers, all first-class machines, all with Gardner SWL engines and modern bodies, choice of 15, certified late 1962, £295 each.

All the above machines carry our three months' guarantee and are fitted with good serviceable or new batteries.

**FRANK COWLEY.**

3 BLACKFRIARS ROAD,

SALFORD, 3.

Phone Manchester, Blackfriars 7577 and Blackfriars 1048. 923-433

**TRANSPORT (PASSENGER EQUIPMENT), LTD.**

**1949** LEYLAND PSI single-deck service saloon, body, certificate of fitness 1963, 34 seats, C. H. Roe.

**1949** GUY Arab SWL Gardner service saloon, single-decker, C. H. Roe body, certificate of fitness 1962.

**1948**-49 DENNIS Lancet SWL Gardner single-decker service saloons, C. H. Roe bodies, certificate of fitness 1962.

**1943**-45 GUY Arab SWL Gardner double-deckers, Northern Counties bodies, certificates of fitness 1964.

**1943**-45 DENNIS Lancet, SWL Gardner, double-decker Weymann bodies, certificate of fitness 1962-64.

**1945** A.E.C. 35-seater Weymann service saloon, in excellent mechanical condition.

**OAK HOUSE,**

BRUNSWICK STREET,

MACCLESFIELD.

Phone 4433.

**Used Passenger Vehicles (contd.)**

**STANLEY HUGHES AND CO., LTD.**,  
LODGE GARAGE, WHITEHALL ROAD,  
GOMERSALL, NR. LEEDS.  
Phone Bradford 68144-9.

**SPECIAL PRICES TO CLEAR.**

**NEW** A.E.C. 41-seater Duple Britannia, front entrance.

**NEW** FORD 41-seater Duples, choice of colour.

**NEW** BEDFORD 41-seater Duples, red and cream, one only.

**USED COACHES.**

**1957** A.E.C. Reliance 41-seater Consort, red interior cream and blue exterior, immaculate condition throughout, £1,250.

**1955** A.E.C. Reliance 41-seater Burlington, blue and cream exterior, £2,350.

**1954** A.E.C. Reliance 41-seater Plaxton, blue and cream exterior, £2,350.

**1952** A.E.C. Mark IV 41-seater Plaxton Ventura, red and cream, autumn tint interior, £1,275.

**1952** A.E.C. Burlington, 41-seater, cream exterior, autumn tint interior, £1,275.

**1952** A.E.C. Mark IV 37-seater Burlington, immaculate condition, £1,200.

**1951** A.E.C. Mark IV Burlington 39-seater, £1,000.

**1959** BEDFORD 41-seater Plaxton, new Bedford diesel engine, quarter light, red interior immaculate, £850.

**1956** BEDFORD petrol 41-seater, quarter roof lights, leather seating, Formica casing panels, £2,200.

**1955** BEDFORD 36-seater Burlington, exterior two shades of green, interior red, £1,500.

**1955** BEDFORD petrol 38-seater Duple, red interior, £1,650.

**1954** BEDFORD 37-seater Burlington, red and ivory exterior, red flowered interior, £1,200.

**1953** BEDFORD petrol 35-seater Yeates Riviera, red, red interior, red and cream exterior, £1,200.

**1952** COMMER TS3 41-seater Ivory, autumn tint interior, quarter roof lights, Formica panels, 2-speed axle, £2,200.

**1960** FORD 41-seater, 2-speed axle, red interior, red and ivory exterior, many extras, £1,350.

**1959** LEYLAND Tiger Cub 41-seater Burlington, front entrance, 2-speed axle, red interior, red and cream exterior, many extras, £3,850.

A Number of full-front and half-cab coaches, petrol and others, suitable for works contracts, schools, etc.

SPARES for all types of passenger vehicles.

HIRE-PURCHASE. Part-exchange.

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**CLECKHEATON 2461-2.**

**MIRFIELD 2370.**

WALES: R. COWDELL, NEWPORT 59866. 923-504

**1953** BEDFORD 37-seater Duple, 8 ft., fitted with heater radio and speech amplification, certificate May 1961, new engine fitted 1960, very nice condition, £1,250.

**1952** BEDFORD 33-seater Duple, 7 ft. 6 in., quarter lights, fitted with heater, radio and speech amplification, certificate of fitness April, 1962, new engine fitted late 1960, good condition, maroon exterior.

**1955** BEDFORD 37-seater Duple, 8 ft., fitted radio, certificate of fitness 1964, red and cream exterior.

**1954** BEDFORD Duple 8-ft. 36-seater, Perkins R6, maroon and cream exterior, Formica seats, certificate of fitness 1964.

**1959** BEDFORD Duple 8-ft. 41-seater, diesel, all extras, new Bedford diesel engine fitted 26.6.61, certificate of fitness 1965.

**1960** Thames Burlington 41-seater, one owner, certificate of fitness 1967.

**1960** (1961 model) Thames Duple 41-seater, ex-demonstrator.

**1960** BEDFORD diesel Duple 41-seater, one owner, TWO only.

1961 Models. Thames coaches with Duple bodies, For immediate delivery.

**1962** New 1962 Thames Harrington, Plaxton or Duple. Order now for your own specification and assured delivery for 1962. Demonstrations at your own convenience phone Mr. Ralph Gill, Waterloo 4959.

**DISPATCH MOTORS.**

246 BOROUGH HIGH STREET, S.E.1.

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**KIRKBY AND SONS (SALES), LTD.**

SOUTH ANSTON,

NEAR SHEFFIELD.

**1948** DAIMLER 6CV 35-seater, rebodied 1954, fronted, certificate of fitness 1964, £300.

**1956** BEDFORD 41-seater Plaxton, green moquette, green and ivory exterior, certificate of fitness 1966, £2,485.

**1955** BEDFORD 36-seater Duple Vega, certificate of fitness 1965, autumn tint moquette, brown and beige exterior, £1,960.

**1958** BEDFORD 41-seater Duple Yeoman, semi-service, fitted driver-operated door, £3,150.

**1960** FORD Trader 41-seater Duple Yeoman, certificate of fitness 1967, blue moquette, blue and ivory exterior, £3,250.

**1960** BEDFORD diesel 41-seater Plaxton, grey and cream exterior, red moquette, £3,400.

**1960** BEDFORD 39-seater Plaxton, grey and cream exterior, red moquette, £3,400.

**1960** BEDFORD Vistas with and without certificates of fitness, from £100.

PLEASE WRITE OR PHONE FOR OUR LATEST LIST OF QUALITY TESTED COACHES.

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Southern Area, phone Tavistock 2739. 923-460

**Used Passenger Vehicles (contd.)**

**DON EVERALL (COMMERCIAL VEHICLES), LTD.**

34 CLEVELAND ROAD,  
WOLVERHAMPTON.

**PASSENGER TRANSPORT SPECIALISTS.**

**NEW** FORD Thames Trader, diesel, 41-seater Burlingham, cam coach, 2-speed, 2-speed axle, red moquette, external ammonia delivery, £1,250.

**NEW** BEDFORD diesel 41-seater Burlington coaches, immediate delivery, special prices to clear.

**1960** FORD Thames Trader, diesel, 41-seater Burlingham, cam coach, £1,300, special price to clear.

**1959** BEDFORD petrol 41-seater Duple Super Vega coach, red and grey moquette, blue and cream exterior, £2,900.

**1959** COMMER TS3 41-seater Duple Super Vega coach, Michelin X tyres, air brakes, heater, etc., immaculate condition, £1,200.

**1956** BEDFORD SBW LEYLAND Comet, 350 diesel engine, £1,450, etc., £1,450.

**1956** COMMER Beadle 41-seater coaches, choice of three, £1,200.

**1956** BEDFORD petrol 35-seater Burlington coaches, 5-speed gearbox, overhauled and reconditioned till 1966, £2,400.

**1956** COMMER TS3 41-seater, Plaxton coach, glass fronted, £1,000.

**1956** BEDFORD petrol 36-seater Burlington coach, certificate of fitness 1965, £1,900.

**1954** GUY Arab 6HW underfloor Gardner engine, £1,200.

**1954** BEDFORD 36-seater Burlington, overhauled and reconditioned till 1964, £2,000.

**1953** BEDFORD petrol 35-seater Duple coach, heater, glass roof quarters, certificate of fitness 1963, £1,350.

**1953** BEDFORD petrol 35-seater Burlington coach, certificate of fitness 1963, £1,300.

**1953** LEYLAND Royal Tiger 41-seater Yeates coach, heater, air brakes, etc., being reconditioned, £1,450.

**1952** LEYLAND PDI 35-seater, low-bridge double-decker, overhauled and reconditioned till 1964, £1,450.

**1947** LEYLAND PD1 high-bridge 41-seater, £1,450.

**SPECIAL END-OF-SEASON SALE.**

NO REASONABLE OFFER REFUSED FOR THE ABOVE.

Wolverhampton 27081.

NIGHTS AND WEEK-ENDS, 32347 AND 22293.

NORTHERN REPRESENTATIVE:

G. LAMB, PHONE, MORECAMBE 1813.

**DON EVERALL (COMMERCIAL VEHICLES), LTD.**

923-167

**THE MILLBURN ORGANIZATION**

OFFER IMMEDIATE DELIVERY.

**NEW** FORD Thames Burlington Seagull 41-seater de luxe, June, £1,600.

**1959** JUNE, luxury coaches, cream exterior, certificate of fitness 1965.

**1959** BEDFORD Yeates de luxe 41-seater, blue and cream, certificate of fitness 1966.

**1958** COMMER TS3 41-seater, cream and red, certificate of fitness 1965.

**1958** BEDFORD Leyland diesel unit, 40-seater Double bus-type body, high-back seating, luggage boot, green and cream, certificate of fitness 1965.

**1955** ATKINSON, Gardner 5-cylinder underfloor unit, Seagull 39-seater de luxe, brown and cream, certificate of fitness 1965.

**1955** BEDFORD 36-seater, R6 diesel unit, certificate of fitness 1965.

**1951** LEYLAND PS2 Burlington full-front 33-seater coach.

**1948** LEYLAND PD1 high-bridge Leyland M.C.W. 56-seaters, (choice of nine). These vehicles have just come off the production line and certified up to 1964.

**1946** LEYLAND PDI high-bridge Leyland all-metal 56-seaters; these vehicles have just come off the production line and certified up to 1964.

**A** Number of 1949-50 Alexander all-metal-frame 53-seater low-bridge double-deck buses, excellent order, certificates of fitness up to 1963.

**1948** A.E.C. 7.7 Burlington 36-seater bus, certificate of fitness to 1963.

**A** Number of 1947-48 Leyland PSI 34-, 36-seaters, (choice of nine).

**A** Number of 1949-50 Leyland PSI 34-, 36-seaters, suit public works contractors, bargain prices.

**A** Number of 1949-50 Leyland T57 with 7.4 engines and fitted 1949 Burlington 35-seater bus bodies.

**A** Number of 1949-50 Leyland PSI Burlington 31-seater coaches, 7.4 engines 1948-49.

FOR RELIABLE VEHICLES, CONTACT

**MILLBURN MOTORS (PRESTON), LTD.**

WALMER BRIDGE,  
LONGTON, PRESTON, LANCS.

Phone, Longton, Lancs, 3255-6.

WHOSE REPUTATION IS YOUR GUARANTEE OF A GOOD VEHICLE AND A FAIR DEAL.

923-722

**PERCY D. SLEEMAN, LTD.**

LONDON COMMER DEALERS.

**1961** COMMER diesel 11-seater, 2,500 miles, P.S.V., 1968, as new.

**1960** BEDFORD diesel 41-seater, choice of two, one Duple, one Burlington, small mileage.

**1960** FORD 41-seater, 2-speed, 2-speed axle, choice of three, red interior blue or red exterior.

**1959** A.E.C. MK. IV 41-seater Burlington, red interior, also one 1951 41-seater Burlington and one 39-seater, all with good certificates of fitness.

**1952** LEYLAND P.F. semi-coach, 32 seats, in moquette, heater, body sound, good mechanical condition, certificate of fitness 1963.

**1948** 91 COWLEY ROAD,

UXBRIDGE, MIDDLESEX.

UXBRIDGE (UX) 37847.

After hours, Iver 561.

923-213

### Used Passenger Vehicles (contd.)

**COMBERHILL MOTORS, LTD.**  
INGS ROAD, WAKEFIELD.  
Phone 6771 (10 lines).

**NEW FORD** Trader 41-seater Plaxton Embassy, certified 1968, one available.  
**1959** BEDFORD SB3 petrol 41-seater Duple Super, radios, immaculate condition. (One 7 ft. 6 in. wide.)  
**1959** BEDFORD SB3 petrol 41-seater Burlingham Seagull, heater, certified 1966, 21,000 miles.  
**1958** Vega heaters, choice four.  
**1958** COMMER TS3 (Rootes diesel) 41-seater Duple Super Vega, heaters, choice six.  
**1957** COMMER TS3 diesel 41-seater Beadle Rovers, certified 1964, heater.  
**1956** BEDFORD SB3 petrol 41-seater Burlingham Seagull, heater, petrol, certified 1966.  
**1955** COMMER TS3 diesel 39-seater Thurso, certified 1965, heater, luxury seating.  
**1954** GUY Aabs (Gardner 6LW) 41-seater Burlingham Seagull, heater, radio, 2-tone grey.  
**1954** BEDFORD SB3 petrol 36-33-seater Burlingham Seagull, heater, radio, 2-tone grey.  
**1953** BEDFORD SB3 (petrol) 38-38-seater Duple Vega, Plaxton Embassy, Yeates Riviera and Gurney, choice several, all certified.  
**1952** A.E.C. Mark IV (9.6-litre) 41-seater Yeates, certified 1962, heater fitted, dual blue.  
**1952** BEDFORD Vega, 41-seater Burlingham Seagull, heater, radio, cream.  
**1952** A.E.C. Regal 41-seater, certified 1962, cream and red, heater, certified 1962, £750.  
**1951** LEYLAND Royal Tiger, 9.8-litre, 41-seater Burlingham Seagull, cream-red, heater, radio. 923-483

**SOUTHERN LIGHT COACH CENTRE**  
JOHNS CROSS GARAGE, LTD.,  
JOHNS CROSS, ROBERTSBRIDGE, SUSSEX.  
Phone, Robertsbridge 222, 223, 224.

**FOR** immediate delivery. New Commer Corinthian Burlingham Seagull, finished to operator's requirements. New Trojan rural bus, with red interior, exterior finished to your requirements. List price.  
**1957** BEDFORD Vega, finished in red and cream-red interior, certificate of fitness to 1964, £2,495.  
**1956** BEDFORD Vega 41-seater, red-cream, certificate of fitness to 1966, £2,250.  
**1953** BEDFORD Plaxton 35-seater, excellent mechanically, certificate of fitness to 1963, £1,375.  
**1951** -2 BEDFORD Vega 33-seater, choice of two from 1964.  
**1951** BEDFORD Plaxton Venturer, 33-seater, 8 ft. cream with russet interior, many extras, £1,250.  
**1951** BEDFORD Vega 35-seater, above average, certificate of fitness to 1966, £1,095.  
**1950** COMMER 41-seater, above average condition, certificate of fitness to 1962, £325.  
**A.E.C.** 1949 chassis, 1952 body, in excellent order, £695.

**S**EVERAL 1947 onwards BEDFORD Vistas, from £250. IT COSTS YOU NOTHING TO CALL US.

JUST ASK FOR  
**FREEPHONE 319.**

**WHY NOT MAKE US AN OFFER?  
WE DON'T LIKE TO REFUSE THEM.**

923-386

**ERRINGTONS OF EVINGTON, LTD.**

**NEW** BEDFORD Diesel Duple Vega 41-seater, two weeks delivery special bargain price.  
**1959** BEDFORD 300 diesel Plaxton 41-seater, certified 1966 as new, £3,000.  
**1955** A.E.C. Reliance Burlingham Seagull, 37-seater, radio and heaters, certified 1965, one private owner, exterior and interior, £2,325.  
**1953** BEDFORD Duple Super Vega, 35-seater, certified October 1963, £1,200.  
**1952** DENNIS Lance, full-fronted Yeates, 37-seater luxury body, very clean, certified 1962, £685.  
**1951** LEYLAND Royal Tiger Burlingham Seagull, 39-seater, radio and heater, £1,250.  
**1958**, (facings forward), certified 1965, excellent condition, £425.  
**1947** LEYLAND PSI Burlingham 33-seater, certified 1962, £385.

PART-EXCHANGE. HIRE-PURCHASE.

**EVINGTON, LTD.**  
Phone 38102-3. 923-251

**W. S. YEATES, LTD.**  
DERBY ROAD, LOUGHBOROUGH

**M**ORE and more operators are turning to Yeates for complete coach service. Very good second-hand coaches, carefully checked and serviced, new coaches and service busses of every type, skilled repairs and full after-sales service.

**W**e offer new Bedford, A.E.C., Commer and Thames chassis with Yeates, Duple, Plaxton and Burlingham bodies, for immediate delivery. THE new front entrance BEDFORD (available only from Yeates), delivery September for both luxury and service coaches. **W**HATEVER kind of second-hand coach you need we can be sure of offering you one in best possible condition at thoroughly reasonable price. Write or phone for a complete list which gives true description and price, or come along to Loughborough (phone 4321). Our area representatives will be happy to give you immediate personal attention.

THE ONLY COMPLETE SERVICE TO COACH OPERATORS THROUGHOUT GREAT BRITAIN.

**W. S. YEATES, LTD.**  
PHONE, LOUGHBOROUGH 4321 (P.B.X.). 923-3

### Used Passenger Vehicles (contd.)

**BIRMINGHAM COACH SALES, LTD.**  
44 INGE STREET (NEXT TO HIPPODROME).  
BIRMINGHAM, 5.  
Phone, Midland 1355,

NEW 1961 FORD Duple for immediate delivery.

**1958** COMMER TS3 41-seater Plaxton, radio, three heaters.  
**1958** BEDFORD petrol 41-seater, Burlingham body.  
**1957** BEDFORD 41-seater Duple, wireless, P.A.  
**1954** BEDFORD 36-seater Yeates, exceptionally clean vehicle, excellent tyres.  
**1953** GUY 6LW 41-seater Metalcraft, reseated, certificate of fitness 1963.  
**1952** BEDFORD 29-seater Duple, reclining seats.  
**1950** Psi and PS2 LEYLAND 33-seaters, Harrington, certificates of fitness 1963 and 1964.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

**BIRMINGHAM COACH SALES, LTD.**  
44 INGE STREET (NEXT TO HIPPODROME).  
BIRMINGHAM, 5.  
Phone, Midland 1355.

AFT.R HOURS, WOLVERHAMPTON 36833.  
BUSINESS ON SUNDAYS BY APPOINTMENT.  
923-165

**TAYLORS (P.S.V.), LTD.**

WORCESTER STREET AND EASTERN AVENUE,  
GLOUCESTER.

Phone, Gloucester 22228.

OFFER the following good used vehicles at lowest prices:-

**1961** Thame Plaxton, 41-seater, heater, wheel discs, maroon-interior, £3,000.  
**1960** Duple 41-seater, choice of two, fitted radio, heater, discs £3,100.  
**1959** Thame Plaxton, 41-seater, radio, speech amplification, heaters, discs £2,950.  
**1959** Thame Plaxton, 41-seater, radio, speech amplification, heaters, discs £2,700.  
**1960** BEDFORD Burlingham, 41-seater, very clean vehicle, fitted radio, heater, discs £2,900.  
**1957** BEDFORD Duple, 41-seater, choice of three, certificates of fitness 1966, fitted radio, heater.  
**1955** BEDFORD Duple, 35-seater, radio, heater £1,550.  
**1954** BEDFORD Duple, choice of two, certificate of fitness 1964, £1,150.  
**1955** BEDFORD Vega 35-seater, above average, certificate of fitness to 1966, £1,000.

ALSO a few Psi and PS2 A.E.C. Regals, Mk. II and III, full fronts and half cabs must be cleared, no reasonable offer refused.

**STOCKLAND GARAGE, LTD.**

MARSH HILL, ERDINGTON,  
BIRMINGHAM, 23.  
Phone, Erd 2488

FIVE-YEAR CERTIFICATES.

**1951** LEYLAND Royal Tiger Yeates 41-seater, blue and cream, red interior, £3,000.  
**1951** LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, choice of two.  
**1953** LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, certificate of fitness 1963.  
**1953** BEDFORD Duple 35-seaters, blue and cream, certificates of fitness 1962.  
**1952** LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue and cream, certificate of fitness 1962.  
**1950** A.E.C. 7.7 33-seater Burlingham full-front, completely reconditioned, exterior in primer, painted to customers' requirements, certificate of fitness 1964.  
**1948** FODEN, 6LW Gardner, Windover 31-seater, blue and cream, fawn interior, certificate of fitness 1963.

WE are prepared to submit vehicles with short-term certificates to M.O.T. for recertification at customers' request.

**ALF MOSELEY, LTD.**

FORD THAMES P.S.V. DEALERS.

**1960** FORD Thames Duple 41-seater, blue interior, heaters, Formica casings, etc., exterior two shades blue with K-type moulding, choice of two, £3,450.  
**1958** BEDFORD Duple Super Vega 41-seater, brown-fawn, interior with heaters and radio, exterior cream-blue, c. fitted 1965, note the price, £2,685.  
**1956** BEDFORD Yeates Riviera 41-seater, red interior, with radio and top sliders, exterior cream and red, certified November 1965, £2,285.  
**1955** BEDFORD Burlingham Seagull 36-seater, red interior, with heater, exterior cream and red, exterior red and cream, certified February 1965, £1,785.  
**1954** BEDFORD Duple Super Vega 36-seater, brown-blue interior with heater, exterior repainted cream and light blue, certified May 1964, £1,585.  
**1952** BEDFORD Plaxton 33-seater, blue interior, heater exterior two shades of blue £1,185.  
**1952** BEDFORD Duple Super Vega 35-seater, blue interior with heater, exterior repainted cream and red, certified May 1962, £1,285.  
**1951** LEYLAND Royal Tiger, Bellhouse Hartwell 41-seater, red interior, with heaters, exterior grey and red, certified 1963, price £1,185.  
**1950**, October, DENNIS Lance III, Yeates full-front 37-seater, green interior, exterior repainted red and cream, certified 1963, £750.

**KIGHTHORPE ROAD.**

LOUGHBOROUGH, LEICS.

Phone 4777 (two lines).

AUGUST 25, 1961—THE COMMERCIAL MOTOR 69  
(Supplement)

### Used Passenger Vehicles (contd.)

**LUTON COMMERCIAL MOTORS, LTD.**  
THAMES HOUSE, DUNSTABLE.

**MAIN FORD DEALERS**

**1961** May, BEDFORD SBI Plaxton C-type Embassy 41-seater, radio, heaters, glass quarters, 2-tone Formica, wheel discs, blue-cream exterior, as new.  
**1961** March, Thame Plaxton Embassy 41-seater, radio, wheel discs, red-interior, as new.  
**1961** January, BEDFORD SBI Plaxton C-type Consort 41-seater, red, heater, radio, red-interior, as new.  
**1961** January, BEDFORD SBI Yeates Europa 41-seater, plus, radio, heater, 2-speed axle, front entrance, many extras.  
**1960** May, BEDFORD SBI Plaxton C-type Consort 41-seater, many extras.  
**1960** January, Thame Plaxton Embassy 41-seater, 2-speed axle, many extras.  
**1960** August, BEDFORD SBI Plaxton C-type 41-seater, 5-speed bus, many extras.  
**1959** August, BEDFORD SBI Plaxton 41-seater, just fitted with front disc brakes, radio, heater, 2-speed axle, front entrance, many extras.  
**1958** December, BEDFORD Duple petrol-engined 36-seater coach, with heaters, wheel discs, certificate of fitness 1964.  
**1955** September, BEDFORD Duple petrol-engined 36-seater coach, with heaters, wheel discs, certificate of fitness 1964.

### THURGOODS OF WARE

**NEW FORD** Trader 41-seater super coach, nearing completion, red interior, exterior modified to your instructions, 2-speed axle, many extras, £4,600.

**1957** May, BEDFORD Vega (411), petrol, 8-ft. wide, cream £2,275, another red and cream.

**1955**, April, November, BEDFORD (401) all-metal bus, petrol, 8-ft. wide, exterior blue and creams, certificate of fitness 9.6.66.

**1952**, May, BEDFORD Vega (351), maroon and cream, create it, 8 ft. wide, nice condition, certified.

**1950**, October, COMMER Avenger luxury coach (31-33), maroon and cream, detachable bulk-head, certificate of fitness 5.4.65, £425.

**1949** SEDDON (29) luxury coach, red and cream, certificate of fitness 6.4.63, £175.

**1948**, July, Vistas, choice of six, from £175.

RENTALS, all types, also interiors throughout, or complete new seats (cheapest in trade).

PHONE, Ware 2383; night, 2896.

923-75

**CHARLES COPPOCK, LTD.**  
SERVICE BUSES,  
THE GARAGE,  
ELM GROVE, CROSS STREET, SALE, CHESHIRE.  
**COACHES**  
**SALE AT SALE.**

**£95.** 1948 BEDFORD Vista, 29 seats, certified December, 1962.  
**£185.** 1948 A.E.C. Mk. III, 9.6-litre engine, Burroughs luxury coach, 33 seats, certificate of fitness 1962.

**£275.** 1953, lowbridge, 53 seats, 8-ft. wide, certificate of fitness September, 1963.  
**£160.** 1949 GUY, 38-seater, single-decker bus.

**£95.** 1946 DAIMLER high-bridge double-deckers, 56 seats suitable for contractors.

ENGINES AND CHASSIS PARTS.

**M.O.S.** Reconditioned engines, Bedford 28 h.p., Morris 28.8 h.p., large quantity of second-hand engines, Leyland 8.6, A.E.C. 7.7, Gardner 4.L.K., Leyland 8.6.

**BRAND-NEW** Ex-Ministry Clayton Dewandre servo type VH-125L series G.A.1084-5, quantity available.

**PHONE, SALE 5633.**  
GRAMS, "BUSUNITS."

923-1

**LES GLEAVE, LTD.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
Phone Smallwood 225, 226.

NEW 1961 Burlingham 41-seaters.

NEW 1961 Plaxton 41-seaters.

FOR EARLY DELIVERY.

**1960** FORD Plaxton, quarter lights and many extras.

**1959** BEDFORD Plaxton, quarter lights and many extras.

**1959** BEDFORD Yeates 41-seater.

**1958** BEDFORD Plaxton.

**1958** BEDFORD Duple 41-seater.

**1956** COMMER TS3 41-seater.

**1955** BEDFORD Plaxton 33-seater; choice of two.

**1954** VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

**LES GLEAVE, LTD.**  
FOURWAYS GARAGE,  
ARCLID, NEAR SANDBACH, CHESHIRE.  
AFTER 8 P.M., PHONE SANDBACH 881 OR  
SWINTON 2932.

923-491

453

**Used Passenger Vehicles (contd.)**

**1956** COMMER TS3, 41 Duplex, new engine and repainted, 5-year certificate of fitness £2,450.  
**1950** LEYLAND PFI Burlingham full-front 35-seater, £650.  
**1959** BEDFORD 29-seater Duplex Vista, £1,950.  
**1959** BEDFORD 41 Plaxton, diesel, £2,950. H.P. and exchanges.  
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**PERKINS** P6 engines required for reconditioning, free transportation, complete with usual accessories, conversion parts for Seddon, Dodge and Bedford, and 4-speed gearbox. Faulkners (Transport), Ltd., Farnham Hants. Phone 4234. 924-6329.

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August 25, 1961—THE COMMERCIAL MOTOR 77  
(Supplement)

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**M**OBILIFT 1,500-lb-capacity fork-lifts, single-cylinder air-cooled engines, good working order, £240. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. 922-815

### HAULAGE AND BACK LOADS

**A**Number of 1959 and 1960 tippers and flats for sale, plenty of work available. Royal 714. 922-902

**O**WNER-DRIVERS wanted, A or S.A. licences, 8-ton-ton vehicles, regular work, London to Southampton and Southampton to London, prompt payment. Would consider contract. Box CM231, care of "The Commercial Motor." 923-146

### INSURANCE

**P**AUL CHILDS LTD., insurance specialists. See our displayed advertisement on page 20. 923-631

### Miscellaneous Advertisements (contd.)

#### MISCELLANEOUS

**W**AKEFIELD hydraulic lifts (air), 41 tons single ram 10 ft. 6 in. x 4 ft., track 22 in., overall height 10 ft. length of ram 22 ft. Tate and Lyle, Ltd., Pixash Lane, Keynsham, Bristol. 924-6782

#### SECURITY PARKING

**W**HEN in Liverpool park at Bankview Service Station on Derby Rd., two miles north from the dock tunnel entrance. Phone, Bootle 5474. Weighbridge available, capacity 40 tons. Enclosed parking with 24-hour service. 922-861

#### SITUATIONS VACANT

**A**M.J.M.I., City and Guilds, A.M.I.Mech.E., etc. No pass, no fee" terms. Over 90% successes. For exams and courses in all branches of auto., diesel, aero, mechanical engineering, etc. write for page handbook free. B.I.E.T. (Dept. 725), 29 Wright's Lane London, W.8. 922-812

**T**HE services of a qualified commercial vehicle salesman are required by a leading West Country Austin distributor. Applicant must be capable of operating without under supervision and be prepared to canvass and develop a territory. Preference will be given to those already experienced in Austin products. Please give brief sales history and salary expected. All replies will be treated with strictest confidence and answered within 14 days. Box CM216, care of "The Commercial Motor." 923-6284

**F**IRST-CLASS commercial fitters required, top rates, bonus, fair amount of overtime for good men of all round experience. Preferably with Albion-Leyland experience and single men. Permanency. Leonard Beer and Co. Ltd., The Causeway, Redbridge, Southampton. 923-6292

**I**MPERIAL CHEMICAL INDUSTRIES.

LTD.,

BILLINGHAM DIVISION,

HAS A VACANCY

FOR AN

**A**SSISTANT  
TRANSPORT MANAGER.

THE ACTIVITIES OF THE DIVISION INCLUDE TRANSPORT BY RAIL, ROAD AND SEA. THE SUCCESSFUL CANDIDATE WILL HAVE OPERATIONAL CONTROL OF A PORTION OF THIS ACTIVITY.

Applicants should have experience and knowledge of one or more of these fields. Those with shipping experience are of particular interest.

Appointments are pensionable and carry attractive salaries. There is a profit-sharing scheme and assistance can be given to married men towards house purchase and removal expenses.

Write, giving brief details of age, qualifications and experience, quoting reference G.F.4, to—

THE STAFF MANAGER.

**I**MPERIAL CHEMICAL INDUSTRIES.

LTD.,

BILLINGHAM DIVISION,

P.O. BOX NO. 1,

BILLINGHAM,

C. DURHAM.

923-54

**K**ENT COUNTY COUNCIL require assistant mechanical engineer for Roads Department Central Repair Dept., Aylesford near Maidstone. Applicants must have served an apprenticeship in mechanical engineering or hold the H.N.C. or a degree in mechanical engineering. Experience in repair and maintenance of mechanical vehicles and civil engineering plant essential. Salary within scale £960-1,140, according to qualifications and experience. Application should state age, experience, present appointment and salary, and giving two referees to County Surveyor, County Hall, Maidstone, by August 24, 1961. 923-6294

**G**OOD storekeeper-counter hand required, high wages with excellent prospects. Apply Green Garage Ltd., 641 Staines Rd., Bedfont, Middlesex. 925-6296

**W**ANTED. Experienced warehouseman, general goods knowledge of simple stock records, etc. Paddington area. Box CM222, care of "The Commercial Motor." 923-6365

**F**ITTERS experienced in heavy commercial chassis and engines required. Apply Box CM218, care of "The Commercial Motor." 923-401

**C**OACH business, excellent contracts, private hire, freehold premises, good opening, garage repairs, well situated. Berks. Box CM236, care of "The Commercial Motor." 923-6697

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## Miscellaneous Advertisements (contd.)

**COMMERCIAL Vehicle Salesmen.**

**WESTGATE MOTORS (WAKEFIELD), LTD.**, require a COMMERCIAL vehicle Salesman. The position for a man of integrity, with drive and initiative, and carries a reasonable basic salary supplemented by commission to a maximum limited only by the individual's selling capacity. References are essential and applicants must have an all-round knowledge of the trade. Write in the first instance to Austin House, Wakefield, Yorkshire, 923-27.

**TRAFFIC Clerk required for Licensed fleet, East London.** Must be experienced in planning loads and routing, able to expertly bulk liquids in advantage, pensionable position. Apply in confidence, stating experience and salary required. Write Box ZD639, Deacon's Advertising, 36 Leadenhall St., E.C.3. 923-51.

**SALES Manager required to take charge of commercial & general department of Austin Commercial Vehicle Distributors in the Birmingham area.** Applicants must have wide knowledge and experience of commercial vehicles and able to accept responsibility, permanent position for the right man, please reply giving details in full confidence to Box CM232, care of "The Commercial Motor." 923-6347.

### TRAFFIC MANAGER

required for old established hauliers in the north-west, able to establish and develop regular traffic from the Midland area, good remuneration and commission with prospects of further advancement to the right man. Apply Box B121, Lee and Nightingale, Liverpool, 2. 923-6340.

**EXPERIENCED commercial vehicle salesman required for operation in the south-western counties.** Apply Commercial Motors (Exeter), Ltd., Water Lane, Exeter, Devon, Exeter 59260. 923-6341.

**TRAFFIC clerk required to take charge of London office of Scottish haulier.** Must be able to maintain and expand existing business. State experience and wage required. Lawson Brothers (Kirkintilloch), Ltd., 30 High St., Kirkintilloch. 923-48.

**EXCEPTIONAL commercial vehicle salesmen required.** The more experience you have, the greater your remuneration, both in salary and commission. All expenses paid, car supplied. Apply in writing to W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. 923-536.

**KILLED commercial-vehicle Mechanic required.** Albion and Leyland experience preferred but not essential, top rate pay, no overtime available, house provided. Apply to Chief Superintendent, Motor Vehicles, Fire and Supply Co., Ltd. (Calor Gas Transport Section), 36 Higham Rd., Rushden, Northants. 923-231.

### EXPRESS OF CLERKENWELL 4425

HAVE VACANCIES FOR—

#### FITTERS.

with or without diesel experience, for new commercial vehicle service department opening shortly, good rates and clean conditions.

**R ECEPTION ENGINEER**  
FOR CAR SERVICE DEPARTMENT.

**YARD MARSHAL.**

ALSO

**PETROL PUMP ATTENDANT.**

150 GOSWELL ROAD, E.C.1. 923-409

**MOTOR vehicle cost clerk required for commercial vehicle workshop in Wembley, must be able to type, excellent salary.** Box CM2310, care of "The Commercial Motor." 923-8787.

### SITUATIONS WANTED

**TRANSPORT manager desires position with industrial company, nation-wide experience, Midlands preferred.** Box CM2213, care of "The Commercial Motor." 923-8646.

**TRAFFIC Assistant 24, bachelor, at present on long leave from Kenya, Bus Services, Ltd., desires similar position at home or overseas, four years' experience.** Box CM239, care of "The Commercial Motor." 923-8681.

### STORAGE AND DISTRIBUTION

**L ENHAM STORAGE CO., LTD.**, near Maidstone, Kent, Southern England's foremost warehouses, capacity 31 million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines). 923-792.

### TENDERS

COUNTY BOROUGH OF BOLTON.

**O FFER INVITED FOR PURCHASE AND IMMEDIATE REMOVAL OF—**

15 SURPLUS

**CROSSLEY DOUBLE-DECK OMNIBUSES,**  
TYPE 42/3, FUEL OIL DRIVEN.

Particulars from Transport General Manager, 147 Bradshawgate, Bolton.

Tenders to reach the Town Clerk, Town Hall, Bolton by September 13, 1961, in plain sealed envelope endorsed "Tender for surplus motor omnibuses, etc.", but bearing no name or mark indicating the sender. 923-25.

## Miscellaneous Advertisements (contd.)

### M ANCHESTER CORPORATION WATERWORKS.

**TENDERS INVITED FOR THE SUPPLY AND DELIVERY TO POLAND STREET GARAGE, MANCHESTER, OF—**

ONE 25-CWT. AND THREE 5-CWT.

#### FORD VANS.

Schedule, Conditions, etc., and form of tender (returnable by September 4, 1961) obtainable from the Secretary, Waterworks Offices, Town Hall, Manchester, 2. 923-52.

### SURREY COUNTY COUNCIL

INVITE TENDERS FOR THE PURCHASE OF

### 22 COMMER AND B.M.C. VANS.

Specification and Form of Tender obtainable from the County Engineer, HIGHWAYS AND BRIDGES DEPT., COUNTY HALL, KINGSTON-UPON-THAMES. 923-29.

### COUNTY BOROUGH OF DARLINGTON

#### MOBILE LIBRARY.

**TENDERS ARE INVITED FOR THE SUPPLY OF A MOBILE LIBRARY.**

Drawing, Specification and Form of Tender may be obtained from the Borough Surveyor, Town Hall, Darlington, on payment of a deposit of £1 1s., which will be returned on receipt of bona-fide Tender. Tenders to be sent to me, to arrive not later than noon on October 6, 1961.

C. N. S. NICHOLSON,  
Town Clerk  
923-6349

### COUNTY BOROUGH OF WALLASEY

#### AMBULANCE VEHICLES

**TENDERS ARE INVITED FOR THE SUPPLY OF:**

(a) ONE DENNIS AMBULANCE AND OFFERS ARE INVITED FOR DAIMLER AMBULANCE, REGISTRATION NO. AHF909. (FIRST REGISTERED 12.10.56) IN PART EXCHANGE.

(b) ONE AUSTIN 152 OMNICOACH, AND OFFERS ARE INVITED FOR OMNICOACH, REGISTRATION NO. DHF972. (FIRST REGISTERED 15.11.56) IN PART EXCHANGE.

Specifications and forms of tender, etc., may be obtained from the Chief Fire Officer, Central Fire Station, Manor Road, Wallasey. Completed tenders should be returned in the envelope provided to reach the undersigned not later than Friday, September 8, 1961.

A. G. HARRISON.  
Town Clerk  
923-253



AUGUST 25, 1961—THE COMMERCIAL MOTOR 79  
(Supplement)

## BOOKS AND PUBLICATIONS

**M**AINTEANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

**D**ISEL oil stock books. Cost books, etc. Send for descriptive list.

**C**HRANWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 222-869

**T**HE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 6d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1. \*\*\*

**M**OTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Mechanics. This book is designed for students entering for the Award of the National Craftsmen's Certificate of Automotive Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated. 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1. \*\*\*

**T**HE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner. This textbook deals with the specialist knowledge of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road traffic law and management. 196 pages, illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1. \*\*\*

**L**ONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Details facilities afforded by the wharves, together with 12 full-page maps showing their positions. A pull-out map indicating the main roads to London's dock area is included. Illustrated. 104 pages, 7s. 6d. net (damaged paper board) and 6s. net (damaged cover) from booksellers, or 8s. 2d. and 6s. 4d. respectively by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1. \*\*\*

**"M**ODERN CLEANSING APPLIANCES" by Ashby. With information on its practices and appliances both in Great Britain and abroad. Illustrated. 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowring Green Lane, London, E.C.1. \*\*\*

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MASTERFIT

**COMMERCIAL VEHICLE SEATING of Quality**

**CAB SEATS** specifically for:

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AUSTIN 150, Driver, Special Tipping Passenger.

AUSTIN A55, Driver/Passenger.

AUSTIN A55, Full Bench Seat or Two Passenger.

AUSTIN 3 Way (Old Model), Driver/Passenger.

AUSTIN 2, 3 & 5 TON (up to 1947) Original Bucket Seats, AL, AR, AS, and AD, 2 and 3 Passengers.

BEDFORD TD, Passenger Tipping.

BEDFORD TD, Passenger Two-seaters.

BEDFORD TD, Cab Type Front Seats.

B.M.C. "LD," Driver, Special Tipping Passenger.

COMMER 10 CWT., Driver, Passenger.

COMMER 15 CWT., Driver, Passenger.

LAND ROVER, Car Type Front Seats.

MORRIS J2, Driver or Passenger.

MORRIS JB, JI, Driver, Special Tipping, Passenger.

Note: Riser and fall mechanism is available with single type seats.

in many cases for larger vehicles.

**VAN REAR PASSENGER** specifically for:

AUSTIN 132, Workmen Lengthwise, Tip-up.

AUSTIN SEVEN, Fold-into-floor, No Purchase Tax.

AUSTIN A30/35, Fold-into-floor, No Purchase Tax.

AUSTIN A55, Floor Top Fitting Two-seater.

B.M.C. "LD," Driver, Special Tipping Passenger.

COMMER 10 CWT., Driver, Special Tipping Two-seater.

COMMER COB Series I and II, Fold-into-floor, No Purchase Tax.

COMMER COB EXPRESS, Fold-into-floor, No Purchase Tax.

MORRIS J2, Workmen Lengthwise, Tip-up.

MORRIS MINOR, Fold-into-floor, No Purchase Tax.

MORRIS 5 CWT., Fold-into-floor, No Purchase Tax.

STANDARD 5 CWT., Fold-into-floor, No Purchase Tax.

THAMES 15 CWT., Workmen Lengthwise, Tip-up.

THAMES 5/7 CWT. (300E), Floor Top Fitting Two-seater.

THAMES 5/7 CWT. (300E), Fold-into-floor, No Purchase Tax.

Enquiries are invited for special Seats for Body Builders.



**RESTALL BROTHERS LIMITED**

31-33 FLOODGATE ST., B'HAM 5. Phone VIC 1083, 4440

A63



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Dulux 98 Coach Finishes can be supplied from a range of 121 colours planned to cover the processes and techniques used in the maintenance and repair of vehicles of all types, whether the demand is for the full traditional coach painting system or a quick, one-day process. Eminently suitable for initial painting or subsequent refinishing, 'Dulux 98' gives excellent results and great durability under all climatic conditions.

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Stoke-on-Trent · Swansea  
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# Brown Brothers

THOMSON & BROWN BROTHERS LIMITED  
BROWN BROTHERS (AIRCRAFT) LTD. BROWN BROTHERS (IRELAND) LTD.  
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You want to REDUCE REPAIR TIMES on your DODGE Truck:  
You want Spares delivered right on the dot—

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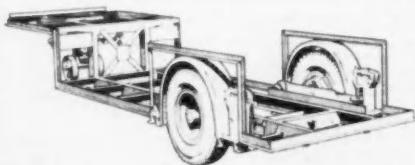
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TRUCKS ALWAYS IN STOCK Hours of Business—Mon. to Fri. 8 a.m.—5.30 p.m. Sat. 8 a.m.—noon. Telex No. 21215 London. GLAdstone 2234 (6 lines)

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KELVIN 2234-5-6

THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 27

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August 25, 1961

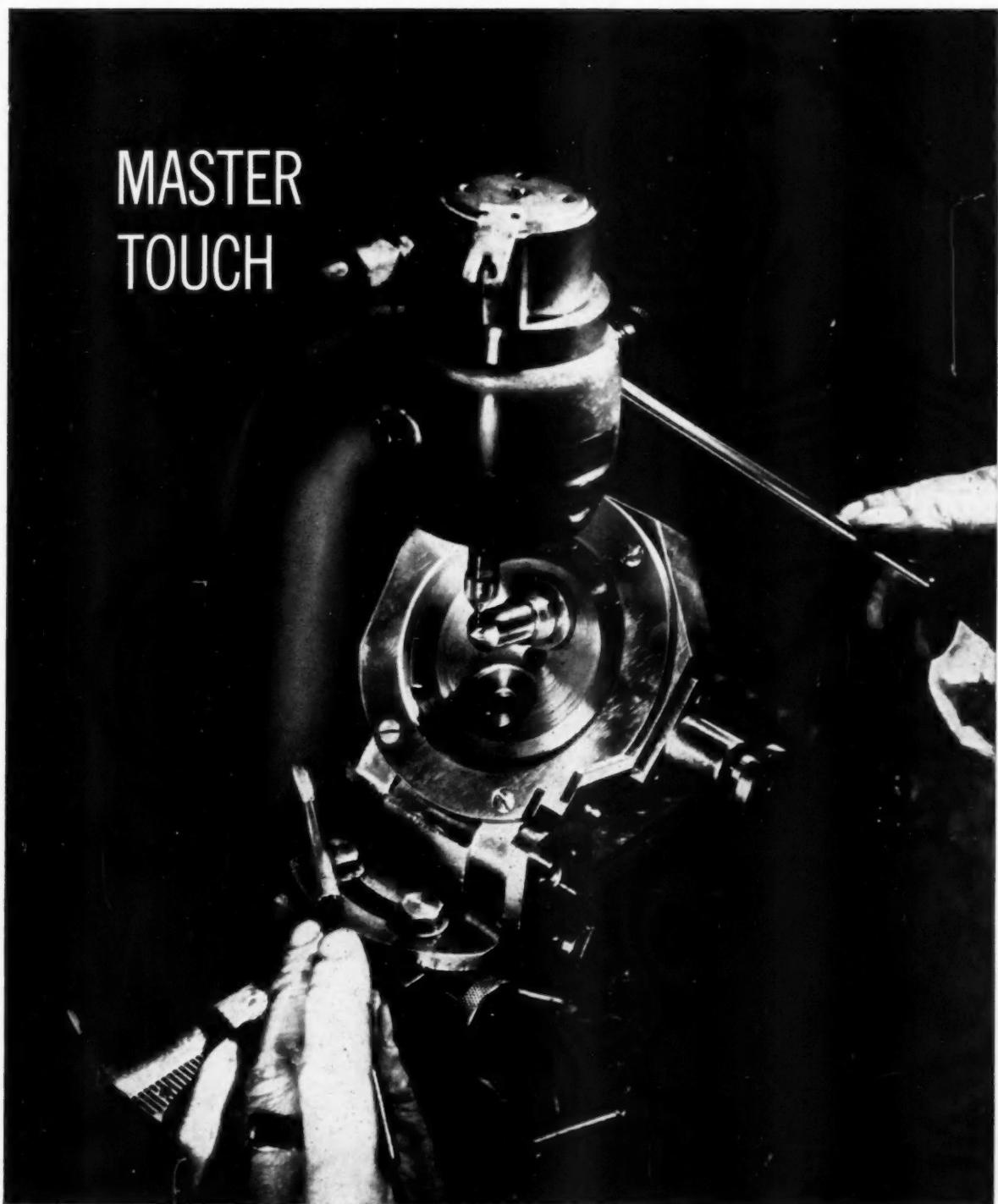
THE COMMERCIAL MOTOR

In the manufacture of C.A.V. fuel injection equipment, quantity production methods have to be combined with fine limit precision work demanding a high degree of skill and scrupulous care. The delicate operation of drilling the spray holes 0.008 in. diameter in the tips of injector nozzles calls for the touch of a master craftsman.

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